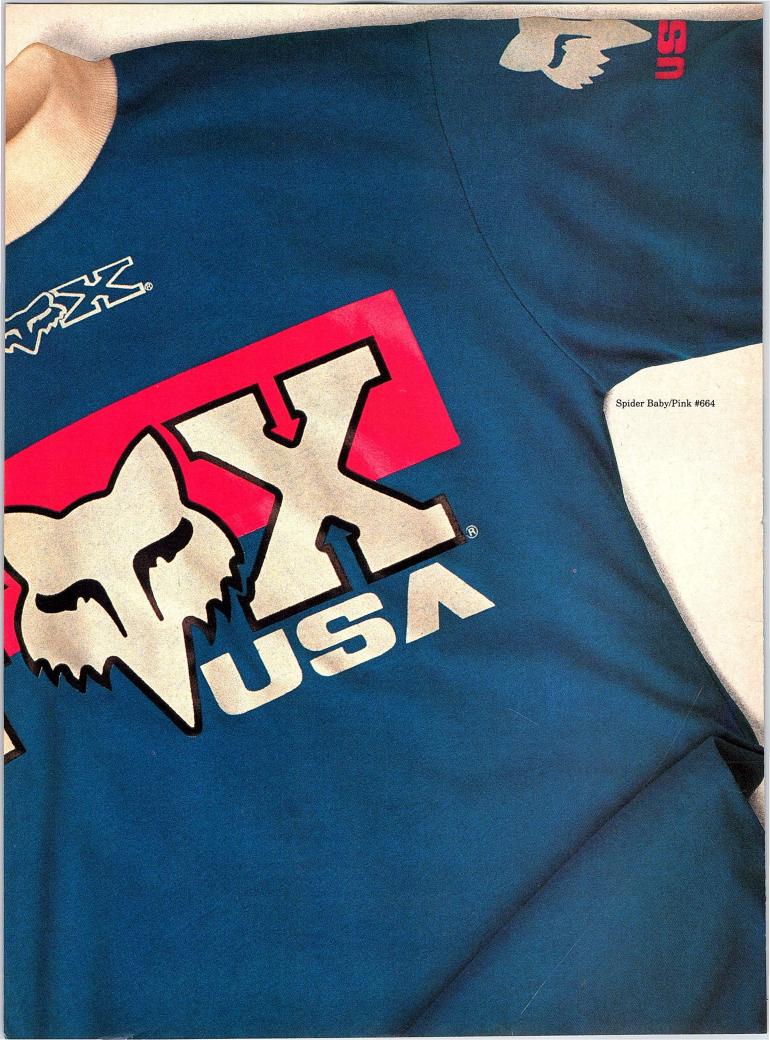






Image[™]Racewear 1990





Motocross Apparel Boredom Ends Here.

For 1990 the company that introduced Zebra patterns to the motocross world presents two new print patterns: Spider Web and Paint Splatter.

Fox jerseys are constructed from medium-weight 50/50 cotton-poly blend fabric.



Splatter White #663

conditions.

And we have

never been accused of being boring.

Available in Zebra, Dots, Squares and New Spider Web and Paint Splatter patterns.

tail stays tucked in your pants during your entire ride.

All logos are high quality, **vibrant** silk screen that feels great because it allows **air-flow**.

Worn by top pros like Damon Bradshaw, Jeff Matiasevich, Donny Schmit and Ronnie Tichenor, Fox jerseys have spent a lot of time under the most **extreme** motocross



125/East Supercross Champion-Damon Bradshaw

This material combines the **comfort** and **absorbing** properties of cotton with the **durability** of polyester.

Spider Red/Grey #659

Some of the details that also make this jersey so great are the super-absorbent elastic hi-collar and cuffs.

The extended



Splatter Royal #662

Sizes: XSmall-XLarge \$24.95



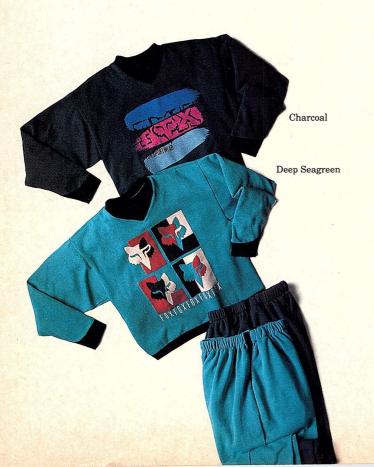
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Fox Sweats are constructed from luxurious heavy-weight cotton fleece fabric. That is where any similarity with common sweats ends.

Fox Sweats are not intended for work-outs, they are for comfortable, casual dress.

Wear our sweat pants instead of your jeans once, and we believe you will know exactly what we had in mind when we created them.





Deep Seagreen
Sizes: Small-

XLarge \$39.95

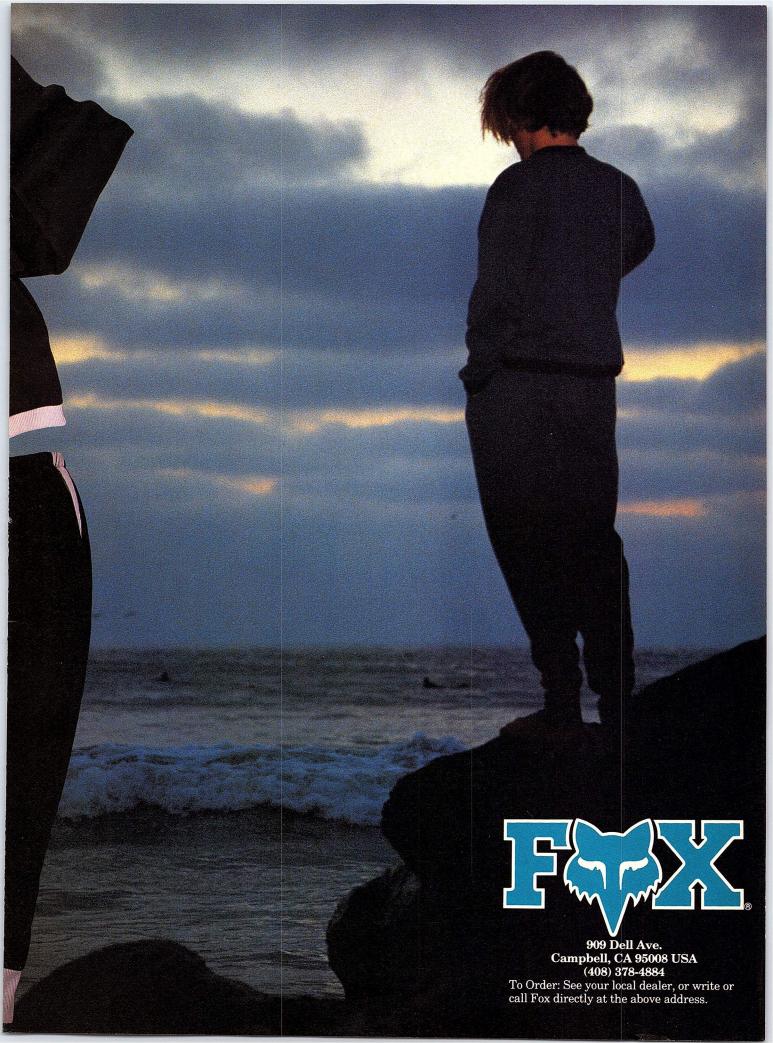
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This stylish pant is cut to fit baggy in the thigh, then tapered to fit snug in the ankle.

- -Ribbed cuffs
- -Elastic waist
- -Two front slit pockets
- -Tapered fit

Available in Black, Charcoal, Deep Seagreen Sizes: Small-XLarge

\$39.95



John Van Den Berk 125 + 250 cc World Champion

Stacey Cook Honda

Mike Craig Yamaha

Jeff Leisk Honda

Donny Schmit Honda



Rodney Smith Suzuki

Tallon Vohland Kawasaki

Tyson Vohland Kawasaki

> Mike Young Cagiva

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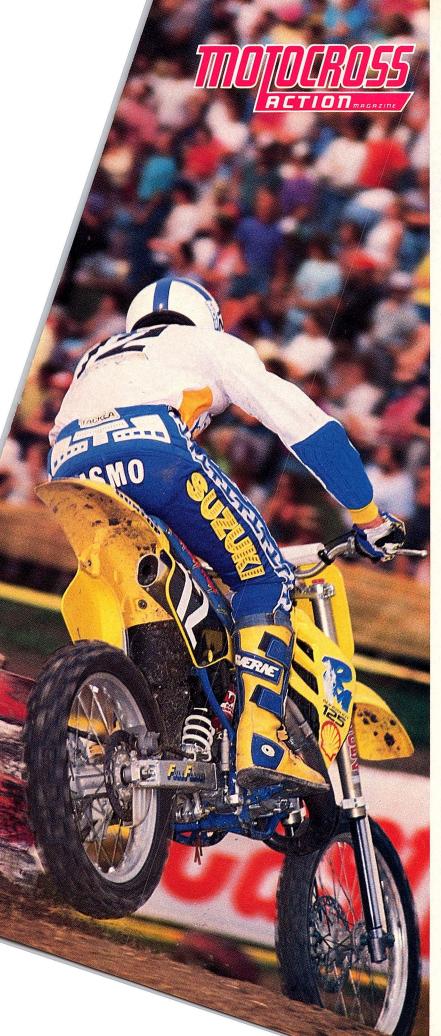




For more information on the BX-6 "MX Team" please contact your local Bieffe dealer or Bieffe U.S.A. The suggested retail price is \$149.95. Send \$2.00 for new full color brochure featuring all current Bieffe products.



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ON THE COVER:—Chris "Did Jeff Stanton laugh at my hair, too?" Hultner caught all the first-turn carnage at the Washou-gal 500 National as Steve Lamson bulldozed his way over a helpless Doug Dubach and Jeff Ward. Ever the jet-setter, Chris also managed the TOC photo of Ismo Vehkonen at the Motocross des Nations. Cover design by DeWest. Color separations by Valley Film.

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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.



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On The Mainjet



By Roland Hinz

☐ Motocross means different things to different people. For those of us who buy our equipment and head off for a weekend of fun and frolic; it is a hobby. If we take our friends to a supercross race to see the stars in action, motocross becomes entertainment. The AMA pro riders look at racing as a job that pays the bills and puts food on the table. Their employers, the manufacturers, view motocross as a business that is tabulated in units sold. Ad agencies and public relations firms see motocross as a publicity arm of the business of selling motorcycles. For a large portion of MXA readers, motocross is all of these things, plus a challenge. We want to have fun, enjoy it, take it seriously, someday make a living at it, become famous and get better at it. It is this multi-faceted appeal that has attracted all of us to the sport—that and the unadulterated thrill of grabbing a big handful!

The simple fact that everyone involved in the sport looks at it in a different light has resulted in the promoters, manufacturers, racers, fans and press often being at odds with the direction in which the AMA takes the sport. A case in point is the 1989 AMA National Championship series. Over the winter of 1988 a plan was conceived to make the Nationals more important, clearcut, well-defined and publicized. The basis of the plan was to run the 125 and 250 Nationals together for the first half of the season, then take a month off leading into the Motocross des Nations and start the 500 Nationals in the fall. The advantages to this split season were obvious to everyone concerned. In the middle of the supercross and 250 National season the riders wouldn't have to worry about anything but their 250s (while the 125 supercross riders would be prepared for the concurrent 125 Nationals). Then in the heat of the summer, when the spectators don't want to show up at an outdoor race and the schedule is broken up by the two USGPs, the riders can go home, rest, heal and test for the upcoming 500 series. This split-season plan has already resulted in better racing, more acclaim for the winners and increased press exposure. Like all great plans, however, the perfectly conceived 1989 National season gang aft aglay. What went astray in 1989, and isn't being fixed for the 1990 season, were several scheduling glitches that ruined the continuity and clarity of the National Championships.

The most glaring flaw was the scheduling of two 500 Nationals in the dead of summer. These two orphan races were held five weeks after the last 250 National, two weeks before the Motocross des Nations and five weeks before the third round of the 500 Nationals. What kind of fluid fall series

starts in July, takes August and September off and them starts again in October? None that is well planned. A corollary to the orphan 500 Nationals is that riders who did poorly in the first two 500 races (read Rick Johnson) were very reluctant to go to the Motocross des Nations, when they felt the time would be better spent at home testing. In the future, the 500 Nationals should be a continuous and contiguous fall series.

The second problem area is that the 125 Nationals go on forever. Riders in the 125 class are paid less (both in purse and salary) and yet they have to foot the bill for traveling around the country from March until November. Conversely, a 250 specialist could race the 250 Nationals in only seven races. The scheduling of 14 Nationals for the 125 riders was excessive and unrealistic. The 125 Nationals should coincide with the 250 Nationals (seven races) and the 500 Nationals should be paired with a 250 Support class (that would allow the 125 riders the opportunity to show their worth on bigger bikes).

We believe that the production rule is working in the 125 and 250 classes, although the rules need to be tightened up every year instead of made slacker, but that the 500 class should be an unlimited class (with no restrictions). By allowing works bikes and prototypes into the 500 class, the involvement of more brands would be encouraged. Since the 500s are designed to be a totally separate series, held later in the year and patterned after the successful Trans-AMA series, the involvement of works bikes from Honda and Kawasaki, prototypes from Suzuki and Yamaha and fourstrokes from ATK, AMP, KTM and the aftermarket companies could only enhance the sport, entertainment, business and publicity aspects of motocross.

Last year, it was proposed that the AMA include some type of National Four-Stroke Championship series within the 500 Nationals. Riders who entered on four-strokes would be competing not only for their place in the overall 500 National Championship, but also for the honor of being "First Four-Stroke." The thumper rider with the highest placings at the end of the 500 Nationals would be the AMA Four-Stroke Champion. This idea should be pursued because it encourages increased involvement by riders, companies and spectators.

We expect that there are a lot of reasons why the AMA hasn't implemented the suggested plan, but we don't believe that any of the negatives outweigh the positive aspects of making the sport better for more people.

ACTION MAGAZINE

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Jody's Box



By Jody Weisel

☐ At all the big races in California the pits are lined with people selling all sorts of things. In the concession area you can buy videotapes, health drinks, T-shirts, tires, apparel or services ranging from engine rebuilding to physical therapy. I've never been one of those quick-buck, instant-cure impulse buyers, so most of the product hawkers and salespeople don't make much of a dent in my personal fortune, but we all have our weak moments.

At the first round of the California Winter Series last year I had a particularly bad day. Not only was I not fast, but I got stuck in the gate, sucked up 84 feet of track banner, mistook the white flag for the checkered and accidentally drank red Gatorade instead of yellow. Bad days are a part of the sport, but when you start off an important series by stinking up the place your life is the dregs. I was depressed, and as I walked past a card table set up by the pit road the guy behind the table said, "Jody, I saw your race. You need serious help. What you need is to attend my motocross school. I can make you three seconds a lap faster."

"Three seconds a lap won't help me," I replied sarcastically. The guy had once been a big-name rider and now made his living teaching others what he knew (or used to know).

"You'd be surprised what a day at my camp would do for you," said the guy. I had never been to a motocross school. I always figured that my riding style was too perfect to mess with, but after today's performance my judgment was suspect. I gave the guy \$80 and agreed to meet him at the track on Wednesday morning.

For eight hours I sweated, listened, practiced and worked on my riding skills. Together we worked on my body position and he tried to convince me that I should be standing up more than sitting down. He used a large stick to try to make me use my front brake going into corners. When I didn't use it hard enough he would strike me on the arm with the stick. He hit me about 20 times before I got smart and started swerving instead of turning the corner. Eventually I began to get the knack of some

of the things he was trying to drill into me. Before the sun set on Wednesday I was keeping my outside elbow up, standing everywhere but in the turns, using the front brake super-hard, keeping my body forward in the berms and using my knees to grip the tank over the jumps. As promised, I was three seconds a lap faster on the average, and at least a gear higher on the straights. All in all, it had been \$80 well spent. I could hardly wait for next Sunday to come.

Sunday morning I walked the track carefully before practice. Sure, I had done about a thousand races on this same track, but I was starting off with a fresh new approach to racing. No more embarrassing debacles for me. My bike was a gleaming metallic cube. Instead of the normal hoseit-off, toss-in-a-filter and spray-the-chain weekday maintenance, I had torn it down on Thursday night and completely rebuilt it. Heck, I even cleaned the mud out of the little slots in my chest protector (I used a Q-tip).

In Sunday's practice I didn't get locked into a duel of death with Movin' Marv like I normally do. I pulled over and let Marv go by and then followed him. I scoped out hot lines, tested the depth of waterholes and parked at the top of the hill and watched the lines my opponents were using. Only in the last few minutes of practice did I try to turn in any hot laps.

In the pits I kept myself cool, drank plenty of liquids and had Lovely Louella give me a back rub. I was loose, ready and confident!

I won't say that I've never ridden better than that day, but I rode well. Compared to the week before it was a night-and-day difference. Winning wasn't important to me, which is good because I didn't come close, but I wanted to salvage my self-respect and ride up to my potential. I think I did that! While I wasn't standing on the winner's podium at the end of the day, I wasn't that far off the pace. I was a happy camper.

After the trophy presentation I went down pit road to the concession area to find the old star and tell him how well I did. He was sitting behind his card table when I walked up and shook his hand and thanked him. He congratulated me, gave me a few tips for next weekend and I started to walk back to the Jodymobile. I had walked about 100 feet when I heard a voice from another booth call my name. I turned and walked over to find another old champ sitting in a lawn chair.

"Jody," he said, "I saw your race. I think you need serious help. If you attend my motocross school I can make you three seconds a lap faster!" \square



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WE CARE ABOUT THE OFF-ROAD RIDER!

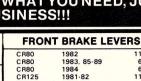
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| PIS | TONS |
| CR125 1981-84 | 41.72 |
| CR125 1985-86, 88 | 36.93 |
| CR125 1987 | 38.34 |
| CR125 1989 | 34.01 |
| CR250 1981-85 | 48.45 |
| CR250 1986-88 | 40.73 |
| CR250 1989 | 33.98 |
| CR500 1984-88 | 62.66 |
| CR500 1989 | 68.93 |
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| CR80 1980-81 | 7.85 |
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| CR80 1985 | 15.74 |
| CR80 1986-89 | 7.85 |
| CR125 1981-85 | 15.83 |
| CR125 1986-89 | 8.80 |
| CR250 1981-89 | 19.41 |
| CR500 1984-89 | 23.27 |
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| 1980-85 | \$6.38 | | | |
| 1986-89 | 20.95 | | | |
| 1979-82 | 10.60 | | | |
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| | CR80 | 1984-86 | 10.56 | | | | |
| | CR80 | 1987-89 | 10.18 | | | | |
| | CR125 | 1983 | 11.93 | | | | |
| | CR125 | 1984-86, 88-89 | 11.47 | | | | |
| | CR125 | 1987 | 10.67 | | | | |
| | CR250 | 1984-88 | 10.67 | | | | |
| | CR250 | 1989 | 10.52 | | | | |
| | CR500 | 1984-86 | 10.67 | | | | |
| | CR500 | 1987 | 10.62 | | | | |
| | CR500 | 1988 | 11.47 | | | | |
| | CR500 | 1989 | 10.52 | | | | |

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| CR80 | 1982-84 STD. | 14.50 | |
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| CR125 | 1981-84 |
| CR125 | 1985 |
| CR125 | 1986-89 |
| CR250 | 1981,83,84 |
| CR250 | 1982 |
| CR250 | 1985-89 |
| CR500 | 1984 |

| THROTTLE CABLES | | | | |
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| 980-81 | \$6.11 | | | |
| 982 | 7.69 | | | |
| 983-85 | 6.51 | V | | |
| 986-89 | 7.20 | X | | |
| 981-84 | 7.69 | | | |
| 985 | 6.97 | | | |
| 986-89 | 7.20 | | | |
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| 982 | 7.69 | | | |
| 985-89 | 7.20 | | | |
| 984 | 8.58 | | | |

| CR80 | 1980-81 | 9.44 | |
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| CR80 | 1982 | 8.81 | |
| CR80 | 1983 | 14.17 | |
| CR80 | 1984-85 | 14.32 | |
| CR80 | 1986-89 | 13.07 | |
| CR125 | 1981-86 | 11.02-14.61 | |
| CR125 | 1987 | 35.98 | |
| CR125 | 1988 | 39.00 | |
| CR125 | 1989 | 40.85 | |
| CR250 | 1981-88 | 13.07-16.41 | |
| CR250 | 1989 | 30.14 | |
| CR500 | 1984-85 | 14.06 | |
| CR500 | 1986 | 14.91 | |
| CR500 | 1987 | 16.89 | |
| CR500 | 1988 | 25.32 | |
| CR500 | 1989 | 22.35 | |

| CR80 | 1980-84 | 6.38 | |
|--------------|-------------|-------|------|
| CR80 | 1985-89 | 8.42 | |
| CR125 | 1980-82 | 10.60 | |
| CR125 | 1983, 85-86 | 12.68 | (R) |
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| CR500 | 1984-86 | 12.68 | |
| CR500 | 1987-89 | 20.96 | |
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| REAR BRAKE PEDAL | | | |
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| CR80 | 1980-82 | 19.62 | |
| CR80 | 1983 | 11.26 | |
| CR80 | 1984-89 | 10.99 | |
| CR125 | 1979-82 | 32.20 | |
| CR125 | 1983-84, 86, 89 | 44.74 | |
| CR125 | 1985, 87-88 | 43.56 | |
| CR250 | 1980-81 | 45.63 | |
| CR250 | 1982 | 50.75 | |
| CR250 | 1983 | 44.74 | |
| CR250 | 1984-89 | 41.63 | |
| CR500 | 1984-89 | 41.63 | |

| R500 1985-89 | 111 | 7.20 | | |
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| CR80 | 1980-82 | | 7.69 | |
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| CR250 | 1981 | | 8.89 | |
| CR250 | 1982 | | 8.72 | |
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| CR250 | 1985-89 | | 6.69 | |
| CR500 | 1984 | | 7.88 | |
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| CR80 | 1983-89 | 86.90-90.21 |
| CR125 | 1981-84 | 92.60 |
| CR125 | 1985, 89 | 111.65 |
| CR125 | 1986-88 | 107.54 |
| CR250 | 1981 | 186.91 |
| CR250 | 1982 | 187.06 |
| CR250 | 1983 | 147.82 |
| CR250 | 1984-89 | 142.38 |
| CR500 | 1987, 89 | 147.82 |
| CR500 | 1984-86, 88 | 142.38 |
| | | |

| C R80 | 1980-81 | \$6.27 |
|--------|---------|--------|
| CR80 | 1982-85 | 9.88 |
| C R80 | 1986-89 | 8.26 |
| CR125 | 1981-85 | 9.08 |
| CR125 | 1986-88 | 6.61 |
| CR125 | 1989 | 7.69 |
| CR250 | 1981-85 | 9.08 |
| CR250 | 1986-87 | 6.61 |
| CR250 | 1988-89 | 7.69 |
| CR500 | 1984-85 | 9.08 |
| CR500 | 1986-88 | 6.61 |
| C R500 | 1989 | 7.69 |
| | | |

SWING ARM SPACERS (Each)

SWING ARM BEARINGS (Each)

| CR80 | 1980-81 | \$12.08 |
|-------|---------|---------|
| CR80 | 1982 | 14.13 |
| CR80 | 1983-89 | 22.30 |
| CR125 | 1981 | 28.69 |
| CR125 | 1982 | 29.83 |
| CR125 | 1983 | 33.17 |
| CR125 | 1984-89 | 31.95 |
| CR250 | 1981-82 | 55.51 |
| CR250 | 1983 | 31.95 |
| CR250 | 1984-89 | 29.65 |
| CR500 | 1984-89 | 29.75 |

| _ | CR500 | 1985-89 | 6.69 |
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| | | AIR FILTERS | |
| | CR80 | 1982 | 22.23 |
| | CR80 | 1983 | 22.83 |
| | CR80 | 1984 | 23.65 |
| | CR80 | 1985-89 | 18.72 |
| | CR125 | 1982-84 | 18.35 |
| | CR125 | 1985-88 | 18.72 |
| | CR125 | 1989 | 29.24 |
| | CR250 | 1980 | 16.39 |
| | CR250 | 1981-82 | 20.53 |
| | CR250 | 1983-84 | 18.35 |
| | CR250 | 1985-87 | 18.72 |
| | CR250 | 1988-89 | 29.24 |
| | CR500 | 1984 | 18.35 |
| | CR500 | 1985-88 | 18.72 |
| | CR500 | 1989 | 29.24 |

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| CR80 | 1980-82 | 3.28 | |
|-------------|-------------|------|--------------|
| CR80 | 1983-89 | 6.70 | |
| CR125 | 1981 | 3.28 | |
| CR125 | 1982, 85-89 | 6.70 | |
| CR125 | 1983-84 | 5.20 | \mathbf{V} |
| CR250 | 1981, 83-89 | 5.20 | |
| CR250 | 1982 | 5.41 | |
| CR500 | 1984-89 | 5.20 | |
| | | | |
| | | | |

CLUTCH PLATES/METAL (Each)

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| CR80 | 1980-89 | \$9.64 |
|-------|---------------|--------|
| CR125 | 1981 | 12.25 |
| CR125 | 1982-84,89 | 8.88 |
| CR125 | 1985-88 | 9.50 |
| CR250 | 1981 | 12.25 |
| CR250 | 1982-84,88-89 | 8.88 |
| CR250 | 1985-87 | 9.50 |
| CR500 | 1984 | 8.88 |
| CR500 | 1985-88 | 9.50 |
| CR500 | 1989 | 4.65 |
| | | |

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| CR80 | 1981-82 | \$28.53 |
| CR80 | 1983-84 | 24.22 |
| CR80 | 1985 | 25.17 |
| CR80 | 1986-89 | 24.22 |
| CR125 | 1984 | 36.27 |
| CR125 | 1985-86 | 30.74 |
| CR125 | 1987-89 | 29.57 |
| CR250 | 1982-83 | 32.46 |
| CR250 | 1984 | 36.27 |
| CR250 | 1985-86 | 30.74 |
| CR250 | 1987, 89 | 29.51 |
| CR250 | 1988 | 28.61 |
| CR500 | 1984 | 36.27 |
| CR500 | 1985-86 | 30.74 |
| CR500 | 1987 | 29.57 |
| CR500 | 1988 | 28.61 |
| CR500 | 1989 | 29.57 |
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Dirt

MXA RACE UPDATE

WHO'S DOING ALL THE WINNING?

| WHO'S DOING ALL THE WIN |
|--|
| 250 SUPERCROSS |
| Anaheim Rick Johnson (Hon) |
| Seattle Rick Johnson (Hon) |
| Seattle Rick Johnson (Hon) |
| San Diego Rick Johnson (Hon) |
| Miami Rick Johnson (Hon) |
| Atlanta Jeff Stanton (Hon) |
| Daytona Jeff Stanton (Hon) |
| Houston Jeff Stanton (Hon) |
| Tampa Jeff Ward (Kaw) |
| Dallas |
| Pontiac Jeff Ward (Kaw) |
| New York Jeff Stanton (Hon) |
| Oklahoma Jeff Ward (Kaw) |
| Los Angeles Jeff Stanton (Hon) |
| Supercross Champion Jeff Stanton |
| 125 SUPERCROSS |
| Anaheim Jeff Matiasevich (Kaw) |
| Seattle Jeff Matiasevich (Kaw) |
| Seattle Jeff Matiasevich (Kaw) |
| San Diego Jeff Matiasevich (Kaw) |
| Miami Damon Bradshaw (Yam) |
| Atlanta Damon Bradshaw (Yam) |
| Daytona Damon Bradshaw (Yam) |
| Houston Mike LaRocco (Yam) |
| Tampa Mike Kiedrowski (Hon) |
| Dallαs Jeff Matiasevich (Kaw) Pontiαc Damon Bradshaw (Yam) |
| Pontiac Damon Bradshaw (Yam) |
| New York Damon Bradshaw (Yam) |
| Oklahoma Mike Kiedrowski (Hon) |
| Los Āngeles Jeff Matiasevich (Kaw) |
| 125 Champion (West)Jeff Matiasevich |
| 125 Champion (East) Damon Bradshaw |
| 125 Champion |
| East/West Mike Kiedrowski |
| AMA 125 NATIONAL CHAMPIONSHIP |
| GainesvilleMike Kiedrowski (Hon) |
| Hangtown George Holland (Hon) |
| Axton Damon Bradshaw (Yam) |
| Southwick Larry Ward (Hon) |
| Mt. Morris George Holland (Hon) |
| Red Bud George Holland (Hon) |
| Troy Guy Cooper (Hon) Millville Damon Bradshaw (Yam) |
| Washougal Mike Kiedrowski (Hon) |
| Binghamton Damon Bradshaw (Yam) |
| Steel City |
| Budds Creek |
| Unadilla |
| 125 National Champion |
| AMA 500 NATIONAL CHAMPIONSHIP |
| Millville Jeff Ward (Kaw) |
| T-ff M1 /V) |

| NING? |
|-------------------------------------|
| AMA 250 NATIONAL CHAMPIONSHIP |
| Gainesville Jean-Michel Bayle (Hon) |
| Hangtown Jeff Stanton (Hon) |
| Axton Jeff Stanton (Hon) |
| Southwick Jeff Stanton (Hon) |
| Mt. Morris Jeff Stanton (Hon) |
| Red Bud Jeff Stanton (Hon) |
| Troy Ron Lechien (Kaw) |
| 250 National Champion Jeff Stanton |
| 500 WORLD CHAMPIONSHIP |
| Holland Dirk Geukens (Hon) |
| France Dave Thorpe (Hon) |
| Austria Dave Thorpe (Hon) |
| Italy Eric Geboers (Hon) |
| Finland Jeff Leisk (Hon) |
| Sweden Kees Van Der Ven (KTM) |
| USARon Lechien (Kaw) |
| |

San Marino ... Jeff Leisk (Hon)
England ... Dave Thorpe (Hon)
Belgium ... Dave Thorpe (Hon)
Luxembourg ... Dave Thorpe (Hon)
Switzerland ... Dave Thorpe (Hon)
500 World Champion ... Dave Thorpe

| 125 WORLD | CHAMPIONSHIP |
|-----------------|----------------------|
| Italy | Trampas Parker (KTM) |
| Spain | Dave Strijbos (Suz) |
| Portugal | Alex Puzar (Suz) |
| | Mike Healey (KTM) |
| Belgium | Trampas Parker (KTM) |
| Germany | Trampas Parker (KTM) |
| Czechoslovakia. | T. Parker (KTM) |
| England | Trampas Parker (KTM) |
| Ireland | Alex Puzar (Suz) |
| | Alex Puzar (Suz) |
| Argentina | Trampas Parker (KTM) |
| France | Alex Puzar (Suz) |

125 World Champion . . Trampas Parker

250 WORLD CHAMPIONSHIP
Switzerland Jem Whately (Suz)
Austria ... Michelle Fanton (Suz)
Czechoslovakia ... J.-M. Bayle (Hon)
Netherlands .. Jean-Michel Bayle (Hon)
France ... Roland Diepold (Kaw)
Venezuela ... Jean-Michel Bayle (Hon)
United States ... Rick Johnson (Hon)
Germany ... Jean-Michel Bayle (Hon)
Sweden ... Jean Michel Bayle (Hon)
Finland ... Pekka Vehkonnen (Yam)
Belgium ... Jean-Michel Bayle (Hon)
250 World Champion Jean-Michel Bayle
SWEDISH SUPERCROSS (GOTEBORG)
Pekka Vehkonen ... (Yam)

Going for the green: Currently leading the 125 National series, and the favorite to win the championship, Damon Bradshaw is looking to sign a big-bucks, long-term deal when his contract is up at the end of the year. Rumor has it that Damon is asking so much he may price himself out of a job. ▶



Riding green: Newly crowned 500 World Champion Dave Thorpe has gone back to his old team, Kawasaki. Thorpe reportedly has inked a three-year deal to ride the green bikes on the 500 GP circuit. His move has given Kurt Nicoll the boot from Kawasaki and opened up another ride at Honda.



Thinking green: Jean-Michel Bayle will definitely be riding in the U.S. in 1990. The question remains for whom, though. Honda wants him, but he'd have to ride a 125 in 1990 before moving to the big bikes. Kawasaki is in the running since they want another big-bike rider and JMB wants to race the 250/500 Nationals.



Washougal.....Jeff Ward (Kaw)

Binghamton Jeff Stanton (Hon)

Steel City

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Mail Entries



HALL OF FAME

Dear MXA,

Roger DeCoster is by far, the "Hallmark of Motocross." It was MXA that gave us "woods riders," a close-up view of "The Man." I was a long-haired punk watching Mr. Motocross hammer with grace on those ornery 400s. What he has accomplished, us mortals can only imagine!

Billy Reiter Thornville, OH

Dear MXA.

How could you leave John DeSoto off your list of Hall of Fame nominees . . . ?

John Adcliff Dallas, TX

Dear MXA,

Why wouldn't Jim Pomeroy be on your list of nominees for the MXA Hall of Fame . . . ?

Robert Gault Pasadena, CA

Dear MXA

... Bob Grossi?

Vivek Santos Santa Cruz, CA

The Americans nominated for induction into the MXA Hall of Fame for 1990 are those riders who hold AMA Championship titles. In the future any rider who made a significant contribution to American motocross will get his just desserts.

STAY TUNED

Dear MXA,

Recently I read an article about the different 125 modification kits available. While this article was interesting and informative, I feel it was also incomplete. Where was Pro Circuit and PSI, for instance? In my opinion, those are major advertisers with you and are known nationwide. Next time you do an article of this nature, why not take a broader look at what's available?

Jim Webber Beaver Dam, WI

Just be a little patient there, Jim; every couple months the MXA test crew will be

looking at kit bikes. Check last month's issue (Nov. '89) for an article on Donnie Schmit's Pro Circuit CR125, a DMC KX125 and a Tri-Pro CR250.

JUST THE FACTS

Dear MXA,

I would like for you guys to answer a few questions regarding a certain kind of bike, if you would be so kind. I'm just starting out in motocross and am interested in buying a Kawasaki but do not know if I should buy the KX250 or the KDX200. Could you tell me the difference between these two bikes? I want a bike strictly for racing motocross and jumping ramps. I also would like it to be water-cooled. I would appreciate any info possible in helping me make this difficult decision.

Clint Bucholy Plankinton, SD

The KDX is designed for enduro use and would not be too competitive on any motocross track. Funny you should mention ramp jumping because the KX250 has been one of our all-time favorite rampjumping bikes. Why, just last weekend Todd cleared three Toyota trucks and a Burger King on one!

UNADILLA-NO MORE

Dear MXA,

After my husband and I read your article entitled "Something About the Hill People," I was compelled to write you this letter.

We could not wait to get to Unadilla to see our favorite racers racing on our favorite race track. However, I am sorry to say, it was one of the worst weekends I can remember. I cannot recall being so disgusted at the complete disregard and lack of selfdiscipline in so many people. We had the unfortunate experience of staying at the campground across the way from the track and, to say the least, I was scared for my life! It seemed that the police and their dogs had no control over the people whatsoever. There were a lot of drugs going around, many drunk people smashing cars and tents with rocks and any other item they could find and some people even began throwing M-80s into the crowds.

I just think that this sport does not need people such as these around, and those who do not wish to abide by the rules should not be allowed to stay.

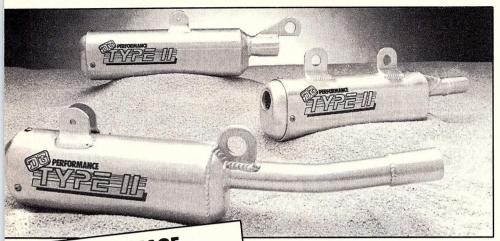
Terryan Ferrara Kearny, NJ We totally agree.

PROOFREADER

Dear MXA.

I am an avid motocross nut who reads your magazine cover to cover religiously. To prove this I have caught a few mistakes

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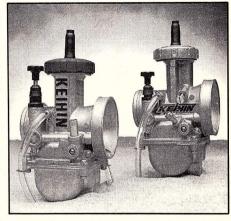
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| KAWASAKI | | |
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| YAMAHA | SUELA RELEGI | |
| 82-89 YZ80 from | \$89.95 | from \$134.95 |
| 81-89 YZ125 from | 94.95 | from 139.95 |
| 79-89 YZ250 from | 109.95 | from 154.95 |
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| 82-89 RM80 from | \$89.95 | from \$134.95 |
| 81-89 RM125 from | 94.95 | from 139.95 |
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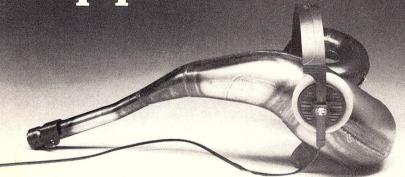


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Mail Entries

in one of the last editions. The first is on page 18 in the September issue; it states that Damon Bradshaw was the winner of the Tampa Supercross when in reality it was Mike Kiedrowski.

The second misprint was on page 85 in the same issue. It said that Jimmy Gaddis was in third place and that he was riding a Kawasaki. He is in third, but I think he rides a Suzuki!

On the plus side, I really enjoy the magazine and especially enjoy reading "Jody's Box" each month. Keep up the good work and thanks for letting me point these few mistakes out.

Kent Irning

Twentynine Palms, CA

Kiedrowski did in fact win the Tampa Supercross and Damon got second; Todd was out getting refills on hot dogs and Cokes so he got a little confused. As for Jimmy Gaddis, we did list the correct sponsor for the photo on the same page and the overall results, but Zap was out trying to find Todd at the concession stand and he got a little confused.

WHAT IS THAT?

Dear MXA,

While reading your September issue, I noticed that Jeff Leisk's and Eric Geboers' bikes both have some type of lever just before and above the clutch lever. What is it? Also, I'm looking for a good accessory pipe that will give my '86 YZ more bottom-end and midrange. What would you guys suggest?

Zac Jones Kaslo, BC, Canada

The mighty factory 500 Hondas have so much compression that a compression release is necessary for starting the bike. Any one of the aftermarket shops that advertise in MXA can provide you with a pipe to help out your YZ.

WHICH ONE IS FOR ME?

Dear MXA.

I will be moving to Oregon soon and I am interested in the 1989 Honda CR250, Kawasaki 500 and the Yamaha 250. If possible, I would like to know where I could get some information on these bikes and if there are motorcycle dealers in Oregon.

Jonathan Morgan Hawthorne, CA

The MXA wrecking crew tested the Honda and Yamaha 250s in the December 1988 issue, with the shootout of all the Japanese 250s in the April '89 issue. The Kawasaki 500 was tested in the March '89 issue. All of these are available through our back issue department. Last time we were in Oregon there were motorcycle dealers there. □

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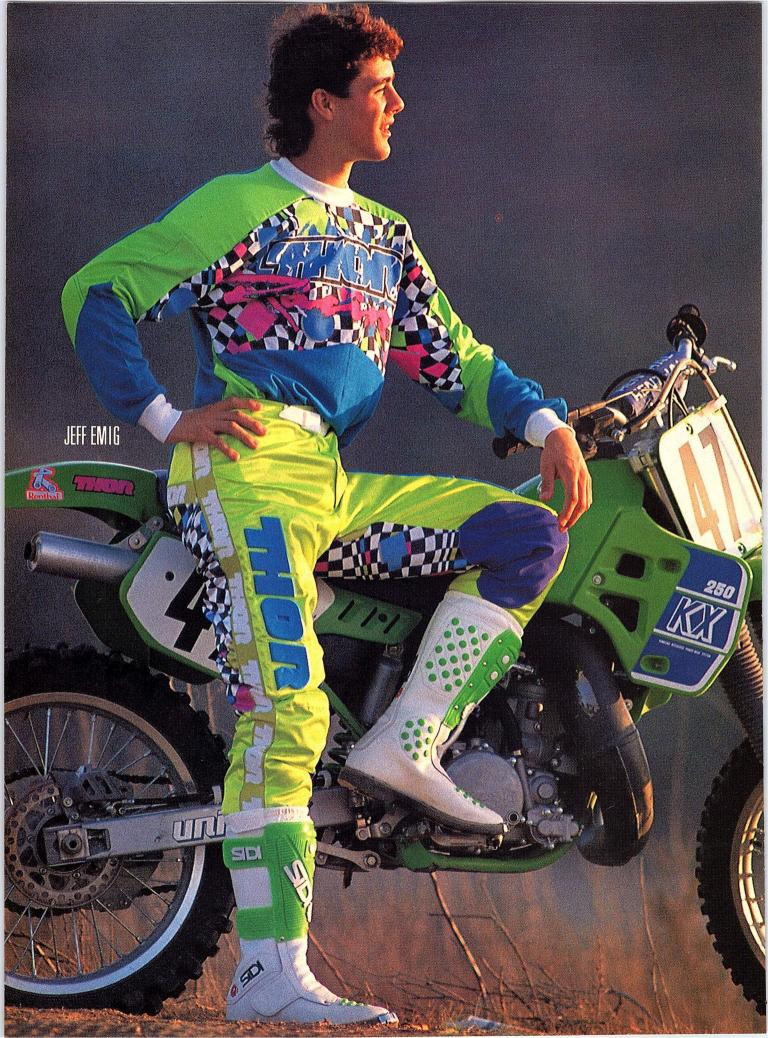
The Power of Ch

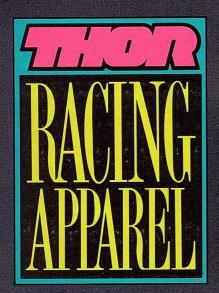


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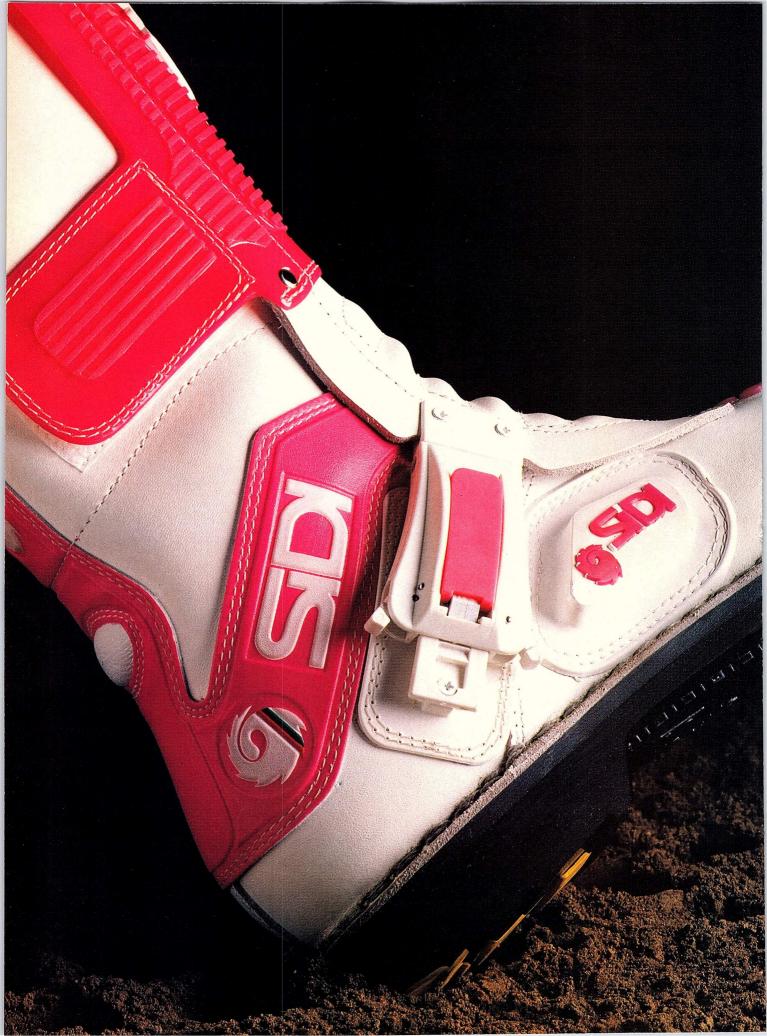
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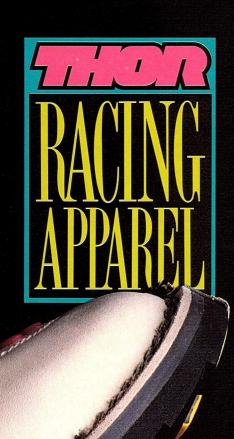
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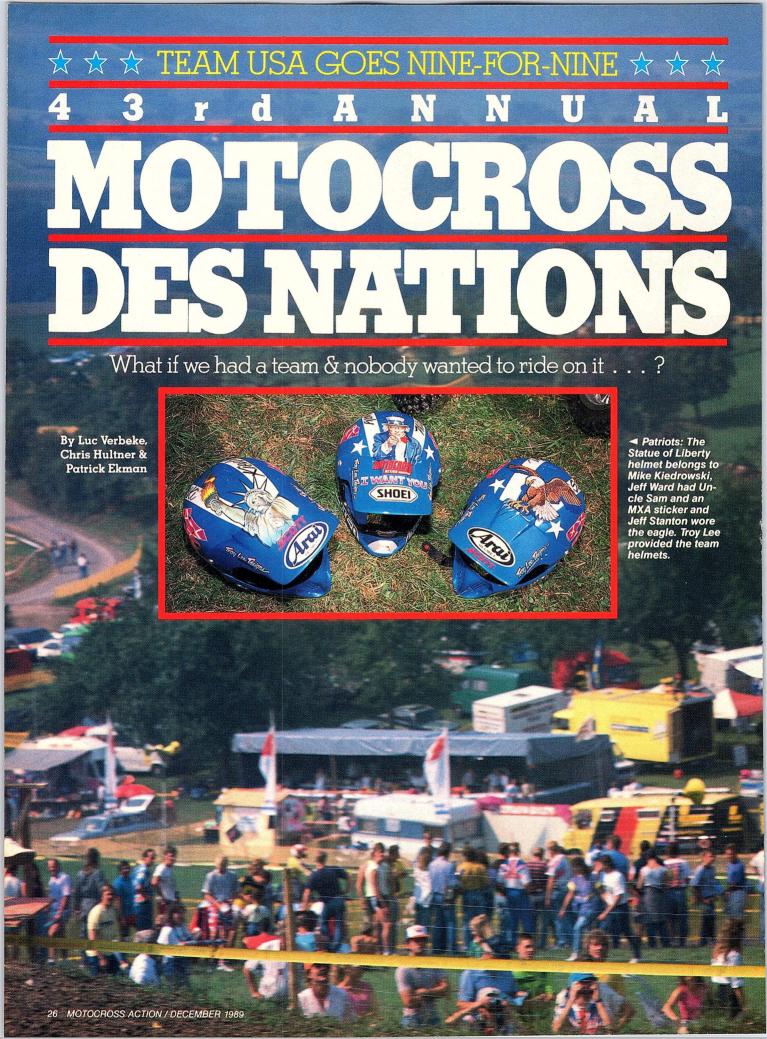
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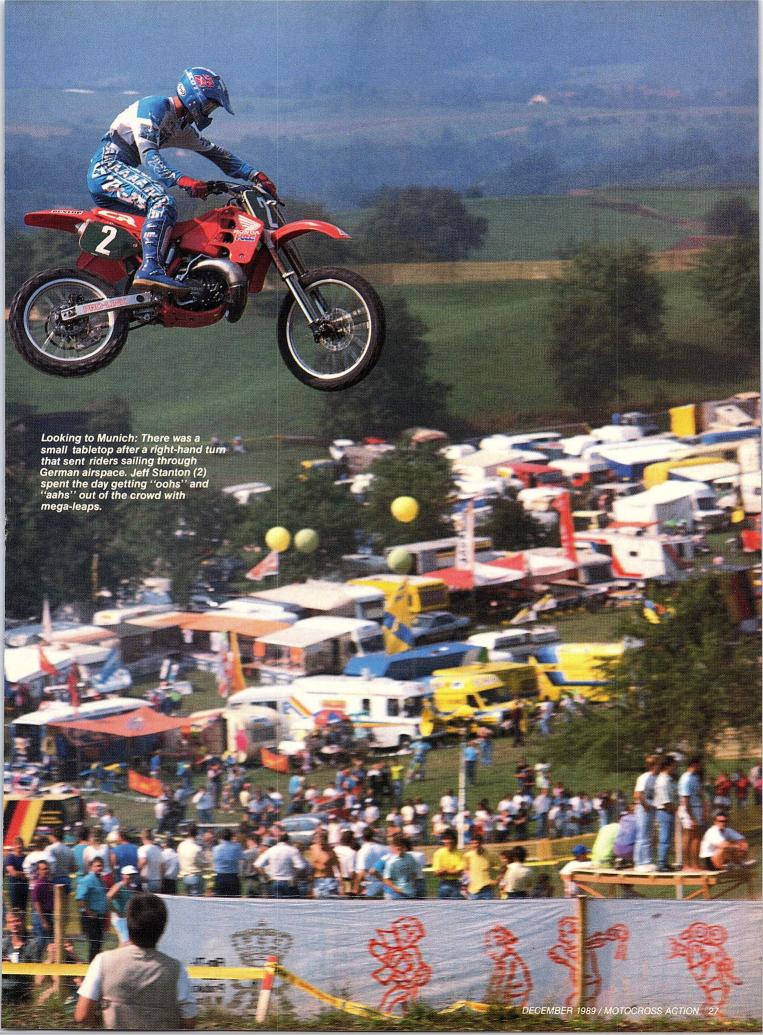


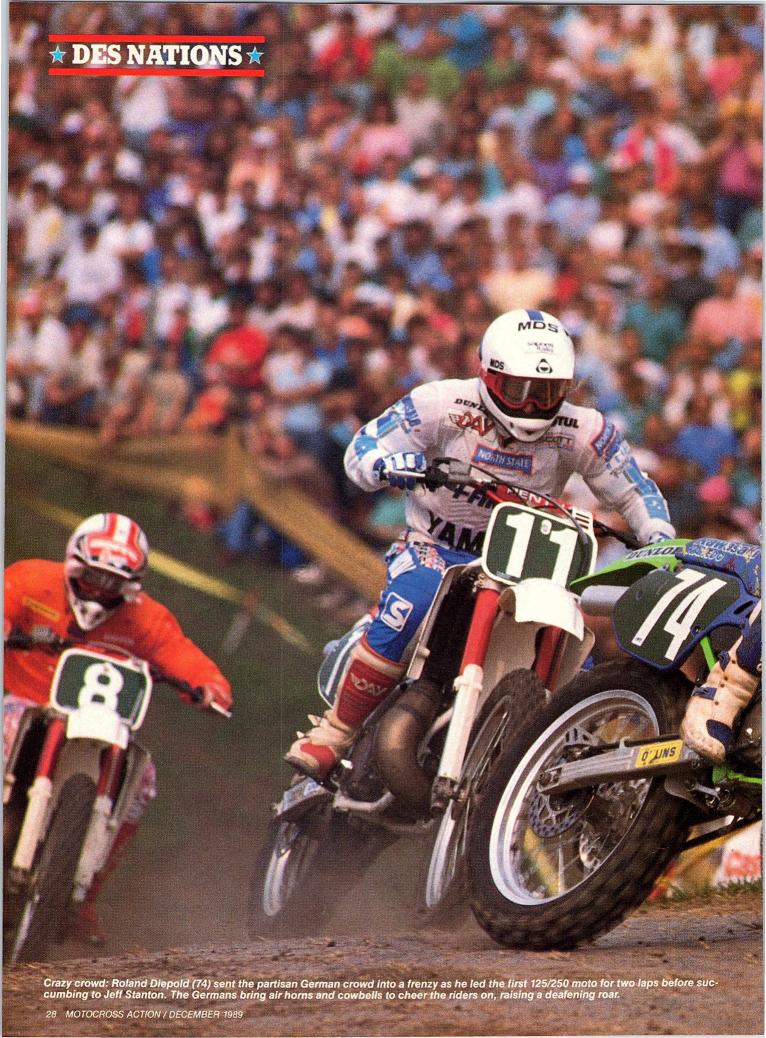


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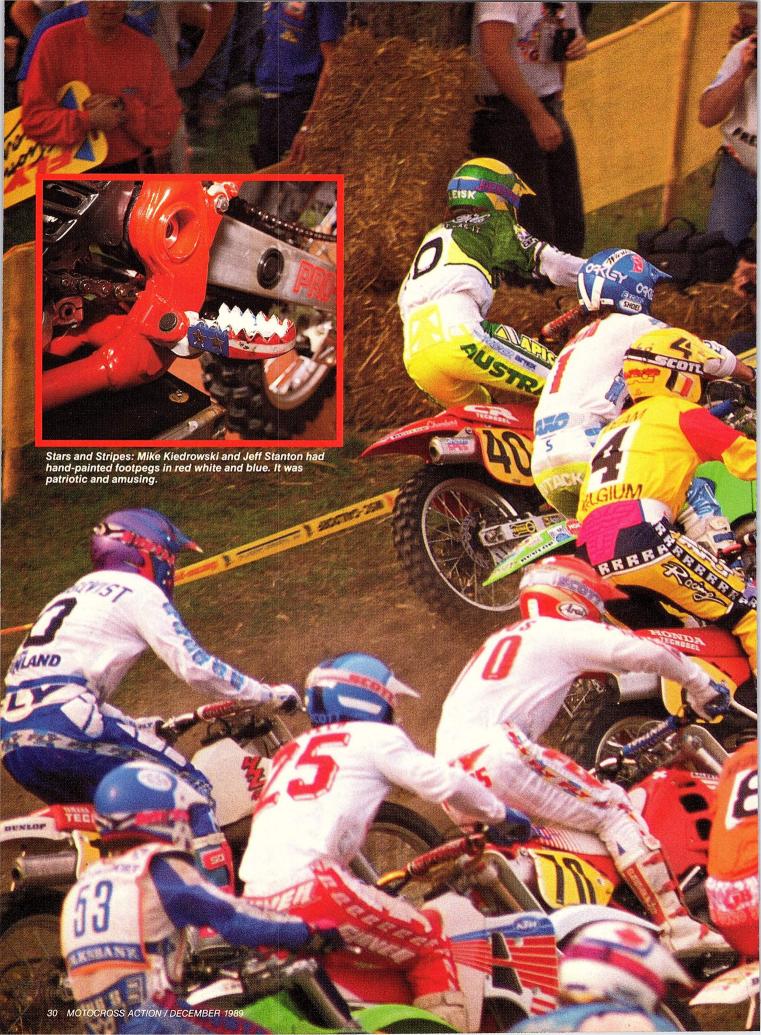




















★ DES NATIONS ★

◄ Crowd control: If you've ever been in a three-deep crowd you can sympathize with the Germans at the Motocross des Nations. They stood 100 deep to get a glimpse of the fastest racers in the world. Jeff Leisk (40) leads Didi Lacher (73), Jeff Ward (1) and Dave Thorpe (58).

Open-class heroes: Jeff Ward (1) is chased by 500 World Champion Dave Thorpe and 125 World Champ Trampas Parker (28). Ward easily won the first 500 moto, but two crashes in the second 500 round left him cruising in eighth place. No need to hurry because by then the American team had already clinched the title. ▶

CHRONOLOGY OF INEPTNESS

HOW THE TEAM USA GOT PICKED

• If there is one thing you can predict about America's involvement in the Motocross des Nations it is that it will be filled with controversy, ego clashes and Keystone Kops antics. In 1989 the official American motocross team was selected more by hit or miss than anything resembling logic. Here is a blow-by-blow account of how the United States team became a team.

ROUND 1: THE FIRST TEAM

Few people know that the first AMA team selected for the 1989 Motocross des Nations comprised Ron Lechien, Jeff Stanton and Rick Johnson, but industry insiders didn't want Ron Lechien on the team. Although Ron had won the 1988 Motocross des Nations he had been very sporadic in his 1989 National performances. Rick Johnson didn't want him on the team because he and Ronnie are best of enemies. Kawasaki didn't want Ronnie on the team because Jeff Ward was a more consistent, reliable and trustworthy rider. After some lobbying behind closed doors Ron Lechien was dropped from the team and Jeff Ward was officially announced to replace him.

ROUND 2: IT'S YOUR TURN

In the Motocross des Nations each team consists of one rider on each displacement size bike (125, 250 and 500), but nobody on the 1989 Motocross des Nations team (Ward, Stanton or Johnson) wanted to ride the 125. Honda suggested that Jeff Ward ride it because he was the smallest. Kawasaki said that Jeff rode the 125 last year and he shouldn't have to ride the 125 again. Kawasaki suggested that since Honda was winning all the 125 Nationals perhaps the 125 rider ought to be on a Honda. After much infighting Rick Johnson agreed to ride the 125 class (with Stanton on the 250 and Ward on the 500).

The reason that none of the stars wanted to ride the 125 was that in the mixed class competition (125/250, 250/500 and 125/500



motos) the 125 rider didn't have much chance of winning the Motocross des Nations overall. They all wanted to be the star!

ROUND 3: RICK PULLS OUT

After a disastrous start to the 500 Nationals in which he failed to make the victory podium at either of the first two events, Rick Johnson pulled out of the Motocross des Nations team, claiming that a seriously injured rib (in the sternum area) wouldn't allow him to race at 100 percent. Although it was two weeks before Motocross des Nations, Rick didn't believe that he would heal in time.

No problem, thought the AMA; after all, Ron Lechien had been designated as the alternate team member just in case of an injury.

ROUND 4: RON REFUSES TO RIDE

Surprisingly, Ron Lechien refused to ride on the Motocross des Nations team. He didn't flatly refuse, but he said he didn't want to ride the 125 class just to "bail out Rick Johnson." Lechien didn't believe that Johnson was really injured and said he would ride on the team if he could ride the 250 class instead of the 125 class.

ROUND 5: HONDA SAYS NO

Kawasaki called up Honda and said that Ron Lechien would ride the Motocross des Nations, but he wanted to ride the 250 class. That meant that Jeff Stanton would have to ride the 125 class. Honda said "No!" Jeff Stanton's 250 was already crated up, customs papers had been filled out and parts were packed. No way would Honda switch Stanton to the 125 class. They suggested that Kawasaki switch Jeff Ward to the 125 class and let Ron Lechien ride the 500 class.

ROUND 6: JEFF SAYS NO

Jeff Ward didn't want to switch to the 125 class and Kawasaki didn't try to cajole him into the switch (even though it would have meant that two members of the prestigious Motocross des Nations team would be on Kawasakis).

ROUND 7: THE AMA ASKS

The AMA called Honda and asked if Jeff Stanton would switch to the 125 class. Honda said no. The AMA was dumbfounded! Now what? Finally they decided to ask Honda if George Holland, the current 125 National Champion, would be willing to ride the 125 class. Honda said that George would be willing to, but he had a shoulder injury that was preventing him from riding up to par, and Honda didn't think that George would be able to ride much past 80 percent.

ROUND 8: WHO'S LEFT?

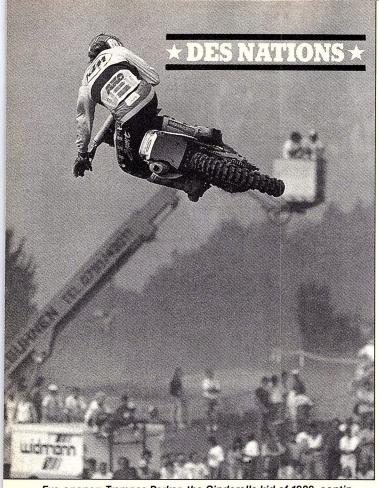
The AMA held a meeting just ten days before the Motocross des Nations to try to find a third rider for the team. Two names were brought up: Damon Bradshaw and Mike Kiedrowski. Bradshaw was the current leader of the 125 Nationals and Kiedrowski was the winner of a 125 National three days before. Which one would get selected?

ROUND 9: FATE AND CRATE

Since Rick Johnson's 125 Honda was already crated up and ready to be shipped to Germany it was decided that Mike Kiedrowski would be selected to the Motocross des Nations team. Kiedrowski was called at home and told the news. Luckily, he was selected on a Tuesday, because on Wednesday Mike was planning to fly to Italy for some local races. If Kiedrowski had gotten on the plane without being contacted it's possible that Bradshaw would have been on the team.

ROUND 10: NOTHING NEW

To the MXA wrecking crew this clash of star egos came as no surprise. MXA raised the funds from readers and fielded the first winning team in 1981. Dealing with the stars of 1981 was a nightmare. Riders like Bob Hannah, Mark Barnett, Broc Glover and Mike Bell should have been on the '81 team, but they all turned down the opportunity. Instead we sent an eager crew of young riders (Chuck Sun, Johnny O'Mara, Danny LaPorte and Donnie Hansen) and they came back victorious. In the October '89 issue of MXA we suggested that instead of the stars the AMA should send Damon Bradshaw, Mike Kiedrowski and George Holland. In a roundabout way, they almost did! •



Eye-opener: Trampas Parker, the Cinderella kid of 1989, continued his phenomenal rise to the top of the motocross heap by winning the second moto of the 500 class. Parker, riding for Italy, caught and passed 500 World Champ Dave Thorpe. Rumors have Trampas being wooed by Honda to take Thorpe's place next year.



Locals only: With the Germans hosting the Motocross des Nations for the first time since 1982, it was only fitting that Didi Lacher (73) would holeshot the final 250/500 moto. Jacky Martens (19), Jeff Leisk (40), Jeff Ward (1), Dave Thorpe (58), Jeff Stanton (2) and Michele Fanton (29) form the tip of the wedge.



ON A MOMENT'S NOTICE

MIKE KIEDROWSKI

• MXA: Being picked to ride the 125 in the Motocross des Nations must have been a surprise for you.

Mike: It sure was. I was at the HRC [Honda Racing] shop after doing some testing when Dave Arnold said that Ricky was withdrawing because of his injuries and that Ron Lechien, who was the alternate, turned down the ride on the 125. I jokingly told Dave that I would be glad to ride. He said that he was going to offer the ride to George, since he was the defending champ and all.

Then later that night I was at home and Dave called and said I should call up Troy Lee to get my helmet painted because I was going to ride the 125. I was pumped. I knew Wardy and Ricky felt honored to be part of the team, but they were around when no one wanted to race. Now riders

like myself and Jeff Stanton, the younger guys who've grown up with us winning each year, feel that it is a real honor and very prestigious to be part of the team. We'd ride a moped if we had to, just to be on it.

MXA: Did you have any special strategies for racing against the bigger bikes?

Mike: No. I talked with Wardy about what to look for as far as lines that would work to get by guys and things like that, but we had no specific strategy. Some of the teams started their 125 guy on the first row, in front of their 500 rider. We went with Wardy on the first gate, with me behind. In the first moto I got a midpack start. After the first lap I was the ninth 125 and after the second lap I was in second behind some Euro on a Honda. I stayed with him for a while, then took the lead about two-thirds of the way into the race. I pulled out a ten-second lead and finished eighth overall.

In the second moto I got pushed out on the start and was about third from last. The track was really wild, it was laid out nice, but it was just like racing on concrete—there wasn't a berm in sight and it was so fast. Anyway, I rode my butt off and at the end of the first lap I was the tenth 125. After a few more laps I was in second behind Alessandro Puzar. He rides really well and

is pretty fast, and he had started on the first gate and gotten a killer start. I was on his tail and waiting to make a move. I came up on a 250 rider and passed him on the outside in a turn. Just as I passed him he fell and clipped my wheel and down I went. I got back up in third and caught the guy who passed me, but by then Puzar was too far ahead.

MXA: Did you feel any pressure racing in an event as important as the Des Nations?

Mike: I did while sitting on the line for the first moto. Wardy had talked to us before the race and he told us to treat it as just another race, but sitting on the line, with the crowd of 40,000 people screaming, I started to get a little nervous. You don't want to have a problem and goof up your team's chances of winning.

The atmosphere of the race was unreal—all those people waving flags from all the different countries. Going into the first turn I couldn't even hear my motor because the crowd was screaming so loud. The Europeans really get into their racing and that is what makes an event like the Motocross des Nations great. I wish the American fans would get into racing like they do over there. I mean, they had cowbells and air horns blowing—they really like to make noise. I hope I can be on the team again next year. •

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Georgia peach: Billy Liles (20) led the Luxemburg team to a startling fourth overall. Liles was part of the largest American dominance in Motocross des Nations history. Stanton won both 250 motos, Ward won the first 500 moto, Trampas Parker won the second 500 moto, Mike Kiedrowski won the first 125 moto and got second in the other, while Billy Liles finished second and third in the 250 races.



Strategy: With two-row starts each team had to decide who to put on the front row. The Americans had 125 rider Mike Kiedrowksi start in the second row in both of his motos, while 500 rider Jeff Ward started in front in both of his. It made a difference because when Alex Puzar won his 125 moto he started in the front row, while Kiedrowski started in the back.



Second row: With the three motos divided into combined 500/125, 250/125 and 500/250 motos, the overall winner of the Motocross des Nations is determined by the rider who does the best in his two motos. Jeff Stanton not only won both 250 motos but beat all the 125 and 500 riders to take the overall honors.



NERVE-WRACKING TRIP **IEFF**

STANTON

• MXA: This is your first time on the des Nations team. What's it like racing for flag and country?

Jeff: It was a great experience and an honor. I'm really happy I got picked to represent the United States at such an important event. I was confident that I had the speed to beat the Euros, but the des Nations is such a nerve-wracking race. You never know what might happen and one bad moto can louse everything up. I had fun beating the 500 guys on a 250, though.

MXA: Well, your first moto went pretty easy, or at least you made it look that way.

Jeff: Yeah, the 250s started on the first gate with the 125s behind. I got the holeshot and a few guys were right in there with me. The Euros can hold pace for ten to 15 minutes, but if you really push they fall off the pace. So I pushed a bit; I couldn't really hang it out because the track was really slick and it was easy to get into trouble, and sure enough they dropped off. There was never any real threat. I rode conservatively, doing what I had to to win and nothing more. I took the win with a pretty good lead and Mike finished second in the 125 class, so for all intents and purposes we had the championship wrapped up.

MXA: So your second moto was pretty much playtime?

Jeff: Yeah, but naturally both Wardy and I wanted to win our classes and hopefully finish 1-2. I chose to start behind Ward on the gate, since the 500s were definitely faster on the wide-open Gaildorf track. I got off the line well and found a few cracks and came through the first turn in about eighth place overall. A few turns later there was a sharp left-hander and the 500s drifted to the outside so I cut underneath. By the top of the hill I was in second place. I passed a guy on a KTM, I think it was Trampas Parker, and I said, "Hey I'm in the lead, I can pull this off!" I pulled out to a pretty good lead and spent most of the rest of the race whipping the bike for the crowd.

MXA: Speaking of the crowd, what did you think of the atmosphere?

Jeff: It was actually pretty laid-back. We've won for so long that I think everyone has come to expect us to win. I think there were some doubts in the minds of a lot of European fans that we could pull it off again, what with Mike and I being on the team for the first time. But we had strong backing from the Americans who were there, I guess there is a military base of some sort nearby, so there were quite a few flags being waved. There weren't any probems, except for the British fans; they can be pretty obnoxious. I guess they were just being enthusiastic towards their team.

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Bad day at black rock: Belgian Eric Geboers (5) flies by Finn Pekka Vehkonen (8) on their way to dismal days. Geboers could do no better than eighth in either moto, but that was night-and-day better than Vehkonen's double DNFs. The Belgian team hasn't been in ninth place in 20 years.



Gaildorf, Germany: The expansive Wacht track was a blue groove road race course. Jeff Stanton (2) turned a second-row start on his 250 into a runaway win over the European 500 Grand Prix riders. Stanton said the track was so smooth that he never got tired and so slick he never went full speed.



Anti-American: Dave Thorpe hasn't ridden the Motocross des Nations since the 500 World Champ was embarrassed by Johnny O'Mara's 125 in 1986. Dave came back this year to teach the Yanks a lesson and ended up going to motocross school as Jeff Stanton, Jeff Ward and Trampas Parker showed him the back of their jerseys. Thorpe's 2-2 consistency in the 500 class did earn him the Open class overall.



Part-time American: Jeff Leisk (40) came to the attention of the world with a strong ride at the 1986 Motocross des Nations for an upstart Australian team. Jeff spent two years racing in the States before a moto victory at the Hollister USGP earned him a GP ride for 1989. Leisk's 3-4 rides in the 500 class helped the Aussies to seventh in the world.



JUST ANOTHER RACE

JEFF WARD

 MXA: Jeff, you were the only rider on the team this year with previous des Nations experience. Did you have any special advice for the "rookfes"?

Jeff: No, nothing special. I told them that it was just another race and not to get too hung up on the pressure. I wasn't too worried since both Jeff [Stanton] and Mike [Kiedrowski] have been in pressure situations all year. Basically we went over the rules, like what to do if your bike breaks or something, because that part is a lot different than racing a National.

MXA: Did you have any reservations about Mike riding the 125?

Jeff: No, because we have so many riders who can go over and beat the Euros. We are like ten deep in riders should someone get injured, whereas the Euros have only a few top-notch riders from each country. If one of their guys gets injured there aren't a lot of riders to draw upon, at least not for this level of competition. I think Ricky could've beaten those guys injured, but there was no need for him to take a chance because we have so many good riders. I can't believe Ronnie didn't ride. I know I was bummed when I didn't ride in '86. I think it's a great honor to be on the team.

MXA: Tell us about your motos.

Jeff: There's not a whole lot to fell. In the first moto I was fourth on the start and by the third turn I was in the lead. Dave Thorpe was in second behind me, but he was never in a position to pass. At about the halfway point I had pulled out to a tensecond lead. I just rode smooth and tried not to make any mistakes.

It was really easy to make a mistake on that track; it was very slippery. The second moto was a complete nightmare for me. I was behind Thorpe and I went to make a pass in a righthander at the bottom of a hill. There were no berms on the track, but in this corner there was a kind of curb. Anyway, I tried to square it off to pass him on the inside, but I grabbed a big handful and the bike just spun around and highsided. I got pitched off and it took me a while to get to my bike because the rest of the pack was coming through the turn. I got going again and started to catch up, but . . . I crashed the same way in the same turn. Fortunately, we already had the race in the bag, but I still wanted to win.

MXA: Do you see a European team beating us down the road?

Jeff: There will be a time and a place, but I don't know when it will be. Look at the results, though; with the exception of England, the other top teams had Americans on them. American riders are some of the top riders in Europe right now. There are a lot of good riders in Europe, but we just have so many more. It doesn't really matter who we have riding, when Ricky, Jeff, Ronnie or myself aren't riding there will be riders who are as good or better to take our place. •

★ DES NATIONS ★

WAR OF THE WORLDS

HOW THE NATIONS STACKED UP

| 1. United States of America (points- | -4) |
|---|--------|
| 500: Jeff Ward (Kaw) | 1-8 |
| 250: Jeff Stanton (Hon) | 1-1 |
| 125: Mike Kiedrowski (Hon) | 1-2 |
| 2. Italy (points-11) | |
| 500: Trampas Parker (KTM) | |
| 250: Michele Fanton (Suz) | 4-5 |
| 125: Alex Puzar (Suz) | . 5-1 |
| 3. Great Britain (points—15) | |
| 500: Dave Thorpe (Hon) | 2-2 |
| 250: Jem Whatley (Suz) | 11-10 |
| 125: James Dobbs (Hon) | 6-5 |
| 4. Luxembourg (points—16) | |
| 500: Jacky Martens (KTM) | 5-6 |
| 250: Billly Liles (Kaw) | 2-3 |
| 125: Hans Mertens (Hon) | 14-10 |
| 5. West Germany (points—17) | |
| 500: Didi Lacher (Hon) | 4-3 |
| 250: Roland Diepold (Kaw) | . 7-9 |
| 125: Harald Ott (Hon) | 8-3 |
| 6. France (points—19) | 40 D |
| 500: Ludovic Lucquin (Hon) | 10-0 |
| 250: Yannig Kervella (Hon) | . 10-2 |
| 125: Patrick DeMaria (KTM) 7. Australia (points—20) | . 3-4 |
| 500: Jeff Leisk (Hon) | 2.4 |
| 250: Craig Dack (Yam) | |
| 125: Glen Bell (Hon) | |
| 8. Sweden (points—20) | J-D |
| 500: Peter Hansson (KTM) | 8.5 |
| 250: Peter Johansson (Yam) | 5-4 |
| 125: Dick Pettersson (Yam) | |
| 9. Belgium (points—25) | |
| 500: Georges Jobe (Hon) | 6-9 |
| 250: Eric Geboers (Hon) | . 8-8 |
| 125: Marnicq Bervoets (Kaw) | 4-7 |
| 10. Holland (points-31) | |
| 500: Leo Combee (Hon) | . 5-11 |
| 250: John Van Den Berk (Yam) | 3-D |
| 125: Gert jan Van Doorn (Suz) | . 2-D |
| (Remaining countries: 11. Czechoslo | |
| (42), 12, Austria (45), 13, Canada (46 |). 14. |
| Spain (49). 15. Switzerland (53). 16. | Den- |
| mark (54), 17, Ireland (55), 18, Norway | /(62). |
| 19. Yugoslavia (71). 20. Greece (72). 2 | |
| land (73). 22. Finland (75). Points are | |
| lated by the best four scores out of the | ne six |
| possible motos scored per team). | |
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THROUGH THE YEARS

MOTOCROSS DES NATIONS WINNERS

| 1947 | Great Britain | 1969 | Belgium | | | |
|--|---------------|------|----------------|--|--|--|
| 1948 | Belgium | | Sweden | | | |
| | Great Britain | | Sweden | | | |
| | Great Britain | | Belgium | | | |
| 1951 | Belgium | 1973 | Belgium | | | |
| 1952 | Great Britain | | Sweden | | | |
| 1953 | Great Britain | | Czechosloyakia | | | |
| 1954 | Great Britain | 1976 | Belgium | | | |
| 1955 | Sweden | | Belgium | | | |
| 1956 | Great Britain | 1978 | USSR | | | |
| 1957 | Great Britain | | Belgium | | | |
| 1958 | Sweden | 1980 | Belgium | | | |
| 1959 | Great Britain | 1981 | USA | | | |
| 1960 | Great Britain | | USA | | | |
| 1961 | Sweden | 1983 | USA | | | |
| 1962 | Sweden | 1984 | USA | | | |
| 1963 | Great Britain | 1985 | USA | | | |
| 1964 | Great Britain | 1986 | USA | | | |
| 1965 | Great Britain | 1987 | USA | | | |
| 1966 | Great Britain | 1988 | USA | | | |
| 1967 | Great Britain | 1989 | USA | | | |
| 1968 | USSR | | | | | |
| (Number of wins: Great Britain 15, Belgium 9, USA 9, | | | | | | |
| Sweden 7 (ISSR 2 and Czechoslovakia 1) | | | | | | |

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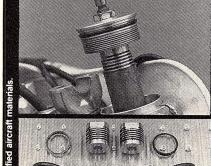
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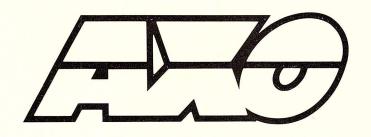
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* MOTOCROSS DES NATIONS TEAMS *



Team USA: Mike Kiedrowski (left), Team manager Roger DeCoster, Jeff Ward and Jeff Stanton have a pre-race strategy meeting. With the ease with which they won (for the ninth time) they were probably trying to decide which restaurant to celebrate at.



Team Nederland: That's Holland to us. Kees Van der Ven (left) was injured and couldn't join Gert Jan van Doorn (9), team manager Gerrit Wolsink and John Van Den Berk (8) on the Dutch team. Leo Combee replaced Van der Ven, but Combee's 15-11 scores didn't help much.



Team Italy: The only European-born rider to win a moto at the Motocross des Nations was Alex Puzar (30). Puzar, Michele Fanton (29) and Trampas Parker moved Italy up to second overall. Parker's brilliant 500 ride shocked the motocross community as much as his 125 World Championship.



Team Roo: The Australian team consisted of Glen Bell (left), Jeff Leisk, Craig Dack and team manager Steve Gall. Leisk and Dack spent the complete '89 GP season racing in Europe. Every Aussie scored in the top ten with Leisk's 3-4 in the 500s leading the team.



Team Luxemburg: If the Italians could use an American on their team the Luxemburgers figured that they could double their chances with an American and a Belgian on theirs. The result? Fourth overall. Belgian Jacky Martens, American Billy Liles and homeboy Hans Mertens upheld the Grand Duchy's honor.



Team Canada: No Canadian made the top ten in their motos, and thus were pushed back to 13th place overall, but just like the Australians they are extremely popular with the European crowds. Alan Dyck, Ross Pederson and Carl Vaillancourt wore the maple leaf proudly.



Team Finland: Finland fielded a strong team with Ismo Vehkonen, former 125 World Champion Pekka Vehkonen and Kurt Ljungqvist. Despite their power on paper they finished dead last out of the 22 teams. Only Ismo finished both motos.



▼ Team Belgium:
With seven World
Championships between Georges Jobe
and Eric Geboers,
things still didn't go
well for the iron men.
Marnicq Bervoets, a
last-minute replacement for injured Peter
Dirkx, had the best
scores on the Belgian
team. □

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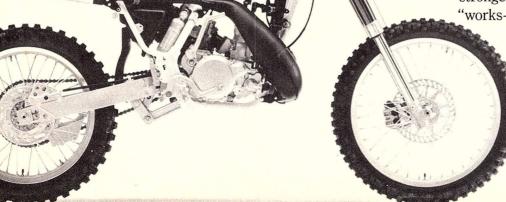
The new 125's inner fork tubes have a larger diameter. There's new rear shock damping for

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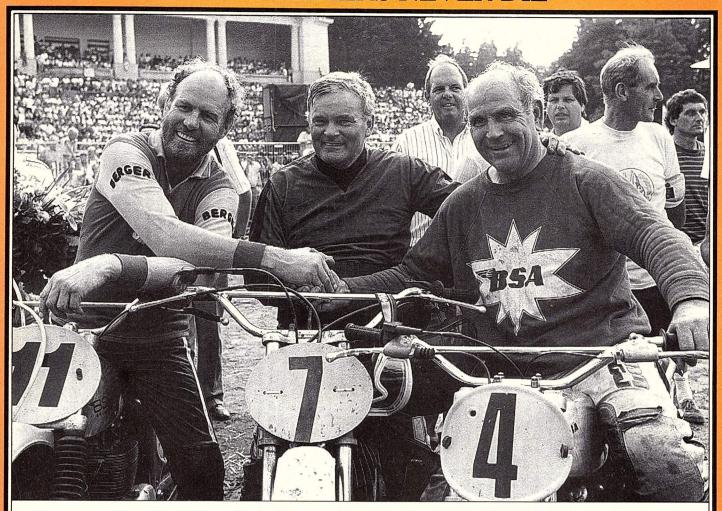
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OLD SOLDIERS NEVER DIE



WORLD VET CHAMPIONSHIP: EUROPEAN STYLE

The stars of the past attack the Citadel

By Luc Verbeke

☐ The motocross world is undergoing an aging process. Riders from the past are coming back to the sport in droves and the starting lines are filling up with a host of new classes under the label "Vet" class. In Southern California there are separate classes for racers aged of 25-29, 30-40, 40+ (and even some 50-and-over races), and at many tracks the Vet riders outnumber the kids.

With all the interest in over-30 riders, it was only natural for the premier stars of the '70s to join in the fun of Vet racing. First

and foremost of the Veteran events is the World Vet Championship, which has been taking place since 1986. Pierre Karsmakers won the first World Vet Championship, while Roger DeCoster cleaned up the next two titles. In 1988 the European promoters didn't hold the World Vet Championship and the event took place in the United States, where Rex Staten won the title. For 1989 the event has been divided into two separate events (one for the stars of Europe and one for the stars of America).

The European round of the World Vet

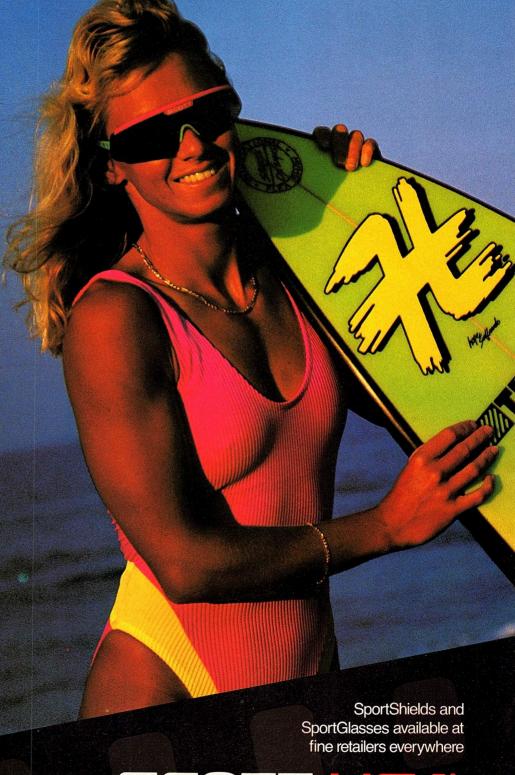
Leaderboard: Dave Nicoll (11) shakes hands with Dave Bickers (7) and Jeff Smith (4). Nicoll and Smith rode their old works BSAs, while Bickers was on a '68 CZ.

Puch kid: Harry Everts, the man who won a 250 World Championship for Puch in 1975 and three 125 titles for Suzuki, earned his fifth World crown at the European round of the World Veteran Championships. ▶

Championship is like a page out of motocross history. It is an invitation-only event and only the *creme de la creme* get invitation-only the creme de la creme get invitation.



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Super session: Only a few of America's current racers remember the days of four-stroke glory, but Jeff Smith (4) won two 500 World Championships (1964-'65) on a titaniumframed BSA 441. In his 50s, Jeff still hauls the mail. He was third at the World Vet race.

ed. The U.S. version is much more democratic with the gates thrown open to riders of all divisions and speeds. It is a chance for American riders to rub elbows and bars with their heroes.

ROUND 1: THE EUROPEAN THRONE

The European round of the World Veteran Championship was held at the famous Namur circuit. Built around the historic Citadel castle, the Namur track is the most

fabled of all Grand Prix circuits, and holding the World Vet Championship at this circuit guaranteed that anyone who was anyone would show up.

The European round was divided into two classes—Group A and Group B. Group A was composed of vintage riders on vintage motocross bikes only, while Group B was for vintage riders on new



Cranking it: Great Britain's Dave Bickers drags his CZ pipes on his way to victory at Namur. Bickers was a former factory Greeves and CZ rider who won two 250 European Championships (before they were called World Championships).

WHO WAS THERE?

A glimpse of the names in the results column is enough to bring a tear to the eye of even the most hardened motocross fan. In Group A Dave Bickers won on a 1968 CZ, followed by BSA-mounted Dave Nicoll, two-time 500 World Champ Jeff Smith (BSA), six-time 250 champ Joel Robert, 1959 500 World Champ Sten Lundin (Monark), Robert Huyghens (FN) and 1965 250

Tealeaf: Former factory Husqvarna and Kawasaki rider Torlief Hansen set fast time in practice and was, by most accounts, the fastest rider in the B Group. Unfortunately,

Torlief managed to scoop up a large portion of Belgian loam with his shoulder.

World Champion Viktor Arbekov. Bike brands represented in the Group A race read like a museum display list: CZ, BSA, Monark, FN, Triumph, Matchless, Hedlund, Jawa, ESO, Rickman, Sarole and CCM

Meanwhile, over in the B Group where the only things old were the trophies left at home on the riders' mantles, the star power was lined up for a serious moto war. Harry Everts (four-time World Champion) took the win ahead of Roger DeCoster (five-time World Champion) with Grand Prix stars Vic Allen (Scotland), 'Torlief Hanssen (Sweden), Emiel Luytens (Belgium), Hakan Andersson (Sweden) and Uno Palm (Sweden) pursuing them to the finish line. Back in the pack were riders whose name power would have been big enough in the '70s to draw a Trans-AMA-sized crowd. Riders like Gilbert DeRoover, Frans Sigmans, Sigi Lerner, John Banks, Werner Schutz, Stuart Nunn, Brad Lackey, Gerrit Wolsink, Marcel Wiertz, Chris Horsfield, Viktor Geboers and Christer Hammargren filled out the 45-rider starting lineup.



No disgrace: Roger DeCoster has already won two Vet World Championships to go along with his five 500 World crowns, but the champ was still angry when he crashed Eric Geboers' works Honda and allowed Everts to take the win.

Natural: Joel Robert may have gained a few pounds, but he pushed his CZ twinpiper to a fourth overall in the Vintage class. Robert's (pronounced Row-bear) six 250 World Championships make him the winningest rider of all time. The big Belgian won 51 GPs. ▶

OLD SOLDIERS



Sea lion: Carl Pilar, one of the old guard of Czech racing, wore the proper jersey for the day.



Loch Ness: Vic Allen, former Greeves factory rider, came over from Scotland to secure a strong third place on the victory rostrum. At 44 years of age Allen won the British Four-Stroke Championship in 1988 against the kids.



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| VX-3V 139.99 VX-3V Team 198.99 VX-5V 208.99 | 90/90-21 49.99 MXR 199/299 Soft Terrain | 110/90-19 500A All Terrain | 48.99 | Oakley Frog Skins Oakley Blades | 33.50 59.50 | AXO Socks 12.50 MAIER PLASTIC |
| VX-5V Team 248.99 | 110/90-18 \$51.99 120/90-18 54.99 | 80/100-21 | \$31.99 | Oakley Razor Blades Oakley Frog Skins Iridium Lens | 64.50 47.50 | Call for Prices |
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Bikes and riders: Sten Lundin (3), Ove Lundell (9) and Dave Bickers (7) straddle the real stars—a '61 Monark, '70 Rickman and '68 CZ.

OLD SOLDIERS

HOW FAST WERE THE OLD GUYS?

At 45 years old Torlief Hanssen and Roger DeCoster were circling the Namur circuit less than ten seconds a lap slower than the 1989 500 Grand Prix riders did. Even more surprising was Dave Bickers, who kept his 1968 CZ twin-piper churning around the track within 30 seconds of the GP riders' times (and that is with a 21-ye old motorcycle with three inches of susp. sion travel).

Harry Everts, who won the 1989 World Vet Championship when Roger DeCoster crashed on the last lap (while leading), summed up his preparation for the event when he said, "I told my wife that I wanted to be left alone for one full week before the race. I wanted to prepare myself in complete solitude."

When Joel Robert, the burly, fun-loving legend of wild living and fast riding, heard Everts he replied, "I told my wife the same thing. I spent one week in complete seclu-



Scandinavians: Torlief Hansen and 1973 250 World Champion Hakan Andersson represented the Swedish contingent.



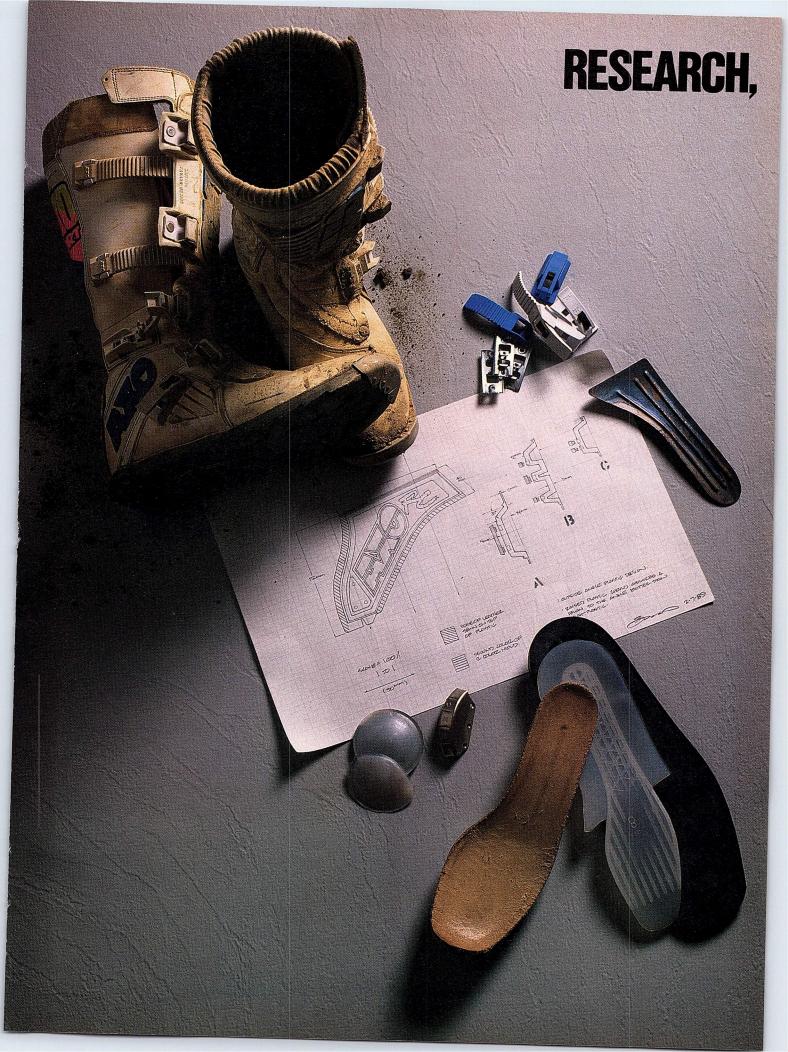
Thumbs up: Marcel Wiertz and Harry Everts talk about the old days when both were factory Bultaco riders.

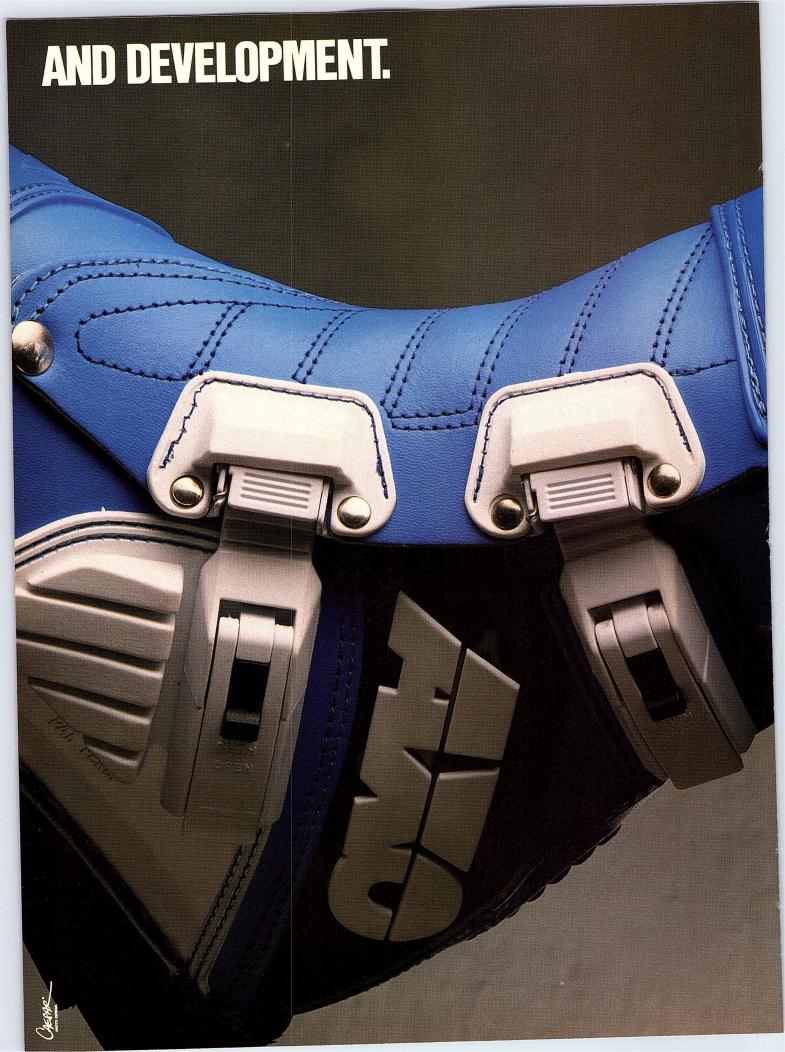


Podium posers: Roger DeCoster (left), Harry Everts and Vic Allen hold the bouquets and smile for a crowd of fans as big as any they raced for in their prime. Racing at the Citadel one more time was like the good old days.



Great Britons: Jeff Smith (right) and Dave Bickers hoisted the Union Jack in memory of the glory days of British motocross.







incomparable Turbo Plus, our boot was named the #1 choice of American motocrossers by nearly a 2-1 margin. Heading into the 90's, we've done it once again.

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OLD SOLDIERS





Dynamic duo: Living legends Roger De-Coster and Joel Robert were teammates at CZ and Suzuki. They have 11 World titles and 30 years of friendship between them.

Super Swede: Sten Lundin was the 1961 500 World Champion. That was almost 30 years ago, but the Swedish Lito rider showed up fit as a fiddle astride a Swedish-built Monark four-stroke. Sten wore his original racing apparel, holes and all.

sion . . . in the beer cellars!" Joel laughed, lit a cigarette and went off to slap his former Czech CZ mechanic on the back.

That's the kind of race the World Vet Championship is—serious for some racers and serious fun for others. \square

RESULTS: WORLD VET CHAMPIONSHIP

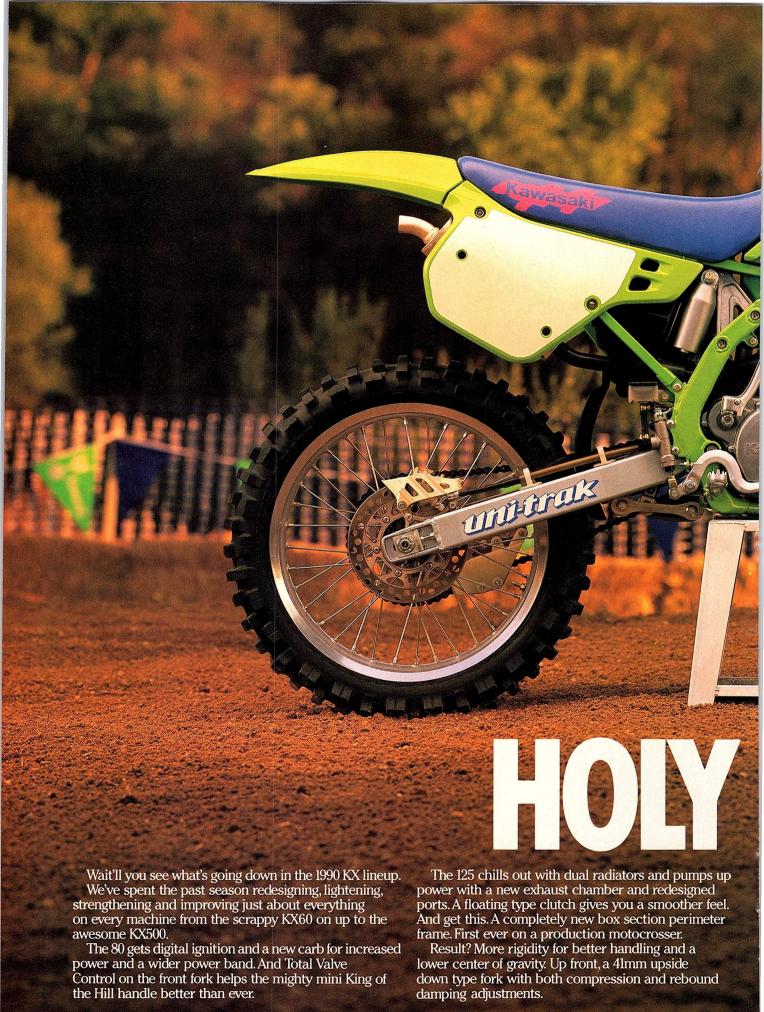
Vintage:

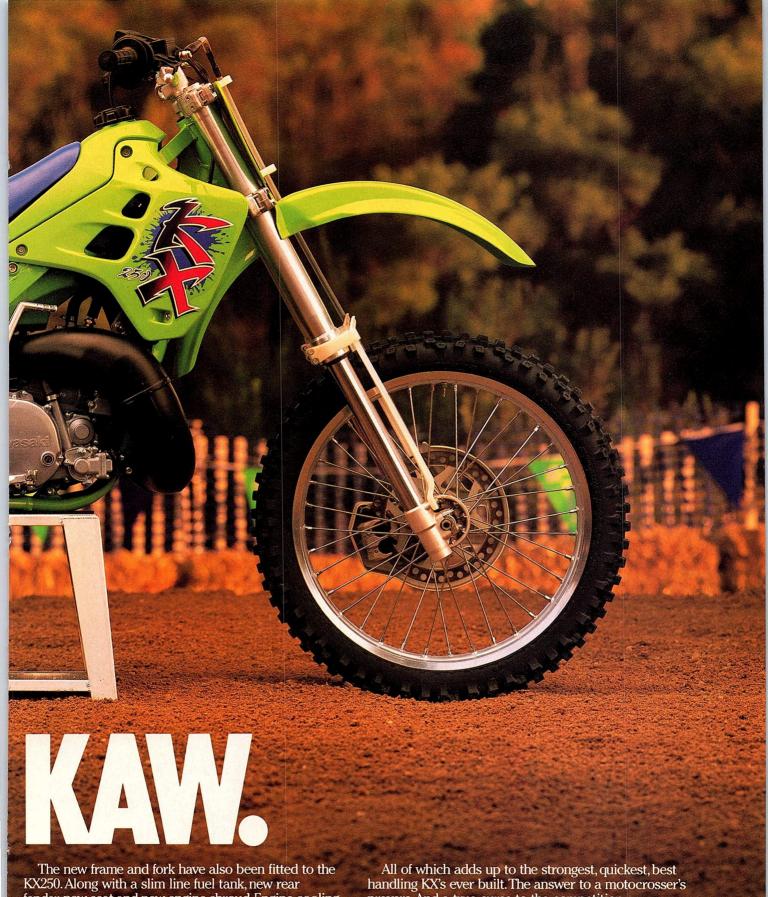
| 1. | Dave Bickers | CZ |
|-----|--|-------|
| 2. | Dave Nicoll | BSA |
| 3. | Jeff Smith | BSA |
| 4. | Joel Robert | CZ |
| | Sten Lundin | |
| | Robert Huyghens | |
| | Viktor Arbekov | |
| 8. | Gert Brouwer | . KTM |
| 9. | Thierry Borms | Tri |
| | Evert Kroon | |
| | Modern: | |
| 1. | Harry Everts | Suz |
| | Roger DeCoster | |
| | Vic Allen | |
| | Torlief Hanssen | |
| 5. | Emiel Luytens | Hon |
| | Hakan Andersson | |
| 7. | Uno Palm | Suz |
| 8. | 아프로 하는 프로그리아 아이들이 되었다. 아이들은 아이들은 아이들은 아이들은 아이들은 아이들은 아이들은 아이들은 | |
| 9. | Gilbert DeRoover | |
| 10. | Frans Sigmans | Yam |

Title holder: Harry Everts, former 250 and 125 World Champion, borrowed a bike from his son, factory rider Stefan Everts, and rode with gusto. The 35-year-old Everts was one of the youngest riders in the field.



Wayward Russkie: Viktor Arbekov was the first Russian World Champion, but during the Cold War years Arbekov became a little too Westernized and rumors circulated that he might want to stay on this side of the Iron Curtain. Back in the '60s Arbekov was pulled from the GP circuit and sent home to Moscow. His appearance at the 1989 Vet Worlds was his first trip out of Russia in 20 years.





fender, new seat and new engine shroud. Engine cooling

capacity and power are both up as well.

Our big gun, the KX500, gets a higher compression ratio, a larger diameter flywheel and rotary shutter air box.

We've beefed up the transmission, and added a stronger, harder suspension arm for more durability. Naturally, the upside down cartridge fork leads the way.

prayers. And a true curse to the competition.

Kawasaki Let the good times roll.

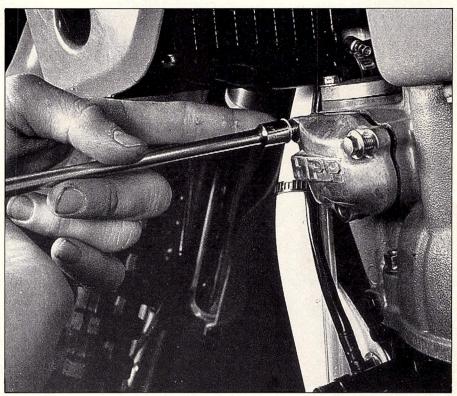
Always wear a helmet, eye protection and proper apparel, Never ride under the influence of drugs or alcohol. For dosed-course competition use only. Adhere to the maintenance schedule in your owner's manual. Specifications and price subject to change without notice. Availability may be limited.

2-STROKE CHIMNEY SWEEPS

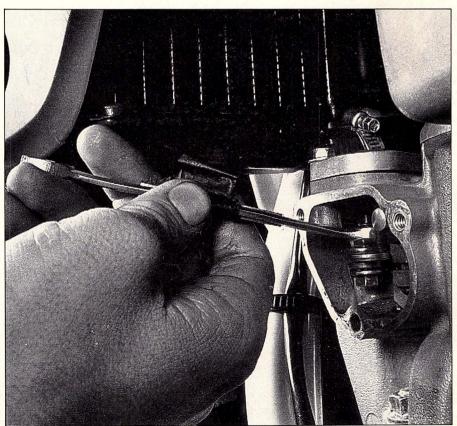
Rub-a-dub-dub clean your valves in the tub

☐ Have you begun to notice a decrease in power on your new motocross bike? When you turn the throttle, does it sound as if it is tapping to a different tune? If you are expethey do require a good scrubdown once in awhile.

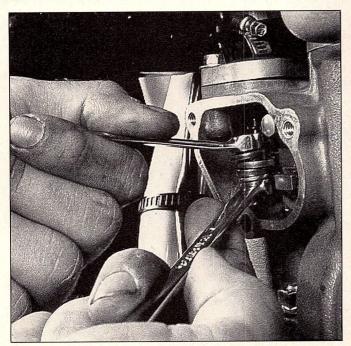
Does your new MXer seem to be losing its pep race to race? Do you find yourself sinking more and more money into hop-up the low-end torque the bike once possessed? If so, the simple task of cleaning your power valves could be the answer that you've been searching for and it won't cost you a dime. When the power valves bespending mucho dinero on parts that are power valves.



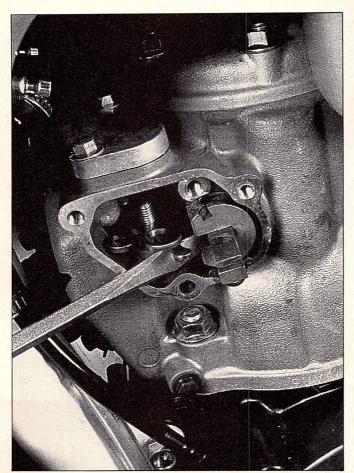
At the beginning: Step one is to remove the side valve cover bolts and cover. When doing so, check the valves to make sure that the valve timing has not been changed.



Is loosening to right or left?: Next, take a 10mm wrench and loosen and remove the arm bolt that hooks to the valve.



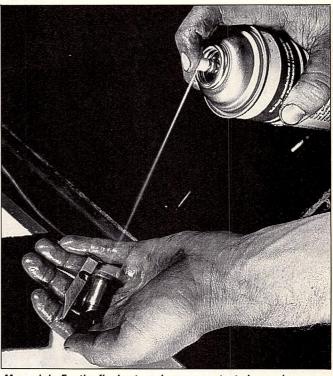
Striptease: For the next act you will need two 10mm wrenches. Simply loosen the valve adjuster bolts and remove.



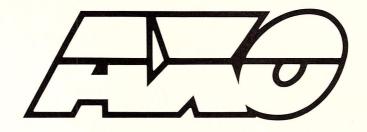
Patience: Now, take a screwdriver and pry out the valve. Be careful not to scar the valve when attempting this maneuver. A helpful hint—a clean valve is much easier to remove than a dirty one.



The suicide move: To ensure overall cleanliness, take a razor blade and scrape away all carbon and obvious dirt from valve. Next, take a Scotchbrite pad and continue to clean the valve.



Messy job: For the final act, grab some contact cleaner (we prefer Bel-Ray) and give the valve a few shots, making sure to get all sides. To ensure proper working performance, you should check to make sure that valves move freely in and out of valve guide. Now you are ready to reassemble and adjust the valves.



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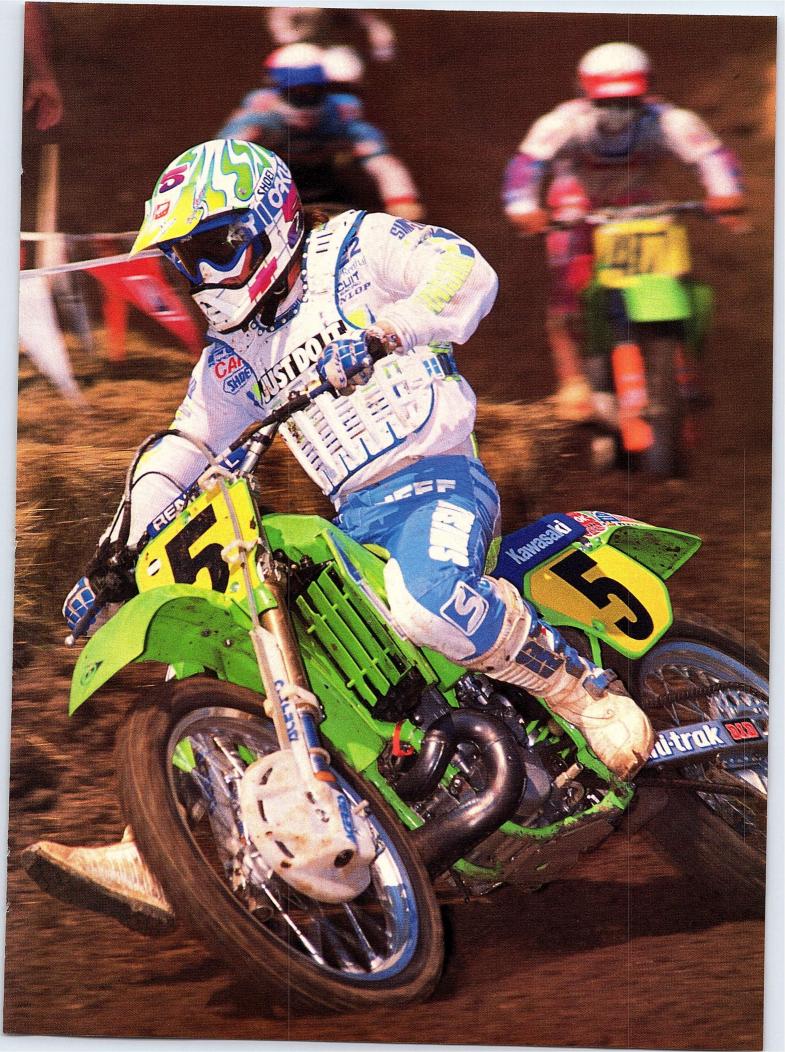
down the drain, but a win or two may yet

keep him on the white bikes.

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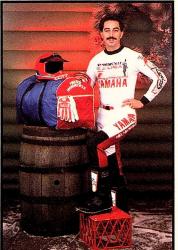
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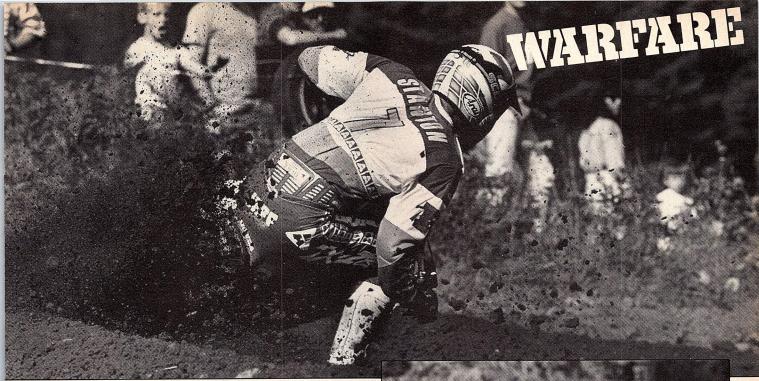
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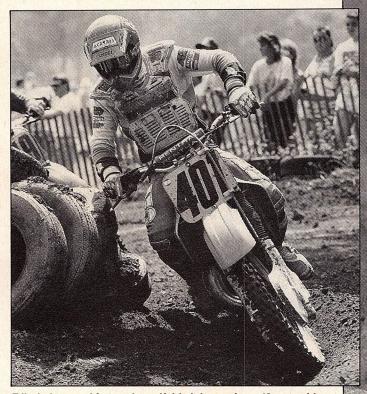
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Hungry: With the 250 National and supercross crowns already under his belt this season, Jeff Stanton is hungry to win the 500 title and be the first rider to win all three championships in a season. Jeff has a long road ahead of him, as he has finished third in every 500 moto so far, leaving him third in the standings, 17 points behind Ward.



Tribulations and frustrations: Keith Johnson is an 18-year-old from New England with a bright future ahead of him, if he can only keep his bike together. In the four motos held at Millville and Washougal, Keith has run in the top ten for most of the race, only to DNF at the end. A factory ride is not too far off in Keith's future.

■ Ode to Ronnie: Word around the pits is that regardless of how Ron Lechien finishes in the 500 series, including a championship, he is gone from Kawasaki. Nonetheless, Ron is putting on quite a show aboard his KX500, including the secondmoto win at Washougal. Will Kawie rehire Ron? Will Ron ride for another team next year? Will he be a privateer? We say he'll be back at Kawie, or race jet skis next year.

House calls: Ever in the thick of things, Yamaha's Doug Dubach has taken his factory YZ360 to consistent top-five placings against the 500s of his factory Honda and Kawasaki rivals. After dismal results aboard the YZ490 last season, Doug is enjoying the competitiveness of his new mount.





500 NATIONAL CHAMPIONSHIP RESULTS Millville, MN

| Initiatite, mil | | |
|---|--|--|
| l. Jeff Ward (Kaw) | 1-1 | |
| 2. Ron Lechien (Kaw) | . 2-2 | |
| 3. Jeff Stanton (Hon) | . 3-3 | |
| 4. Rick Johnson (Hon) | 5-4 | |
| 5. Doug Dubach (Yam) | | |
| 6. Tyson Vohland (Kaw) | . 6-8 | |
| 7. Brian Manley (Kaw) | . 9-7 | |
| 8. Shaun Kalos (Yam) | | |
| 9. Mike Fisher (Kaw) | | |
| 10. Chris Coleman (Kaw) | | |
| | | |
| Washougal, WA | | |
| | 1-2 | |
| 1. Jeff Ward (Kaw) | 1-2 | |
| 1. Jeff Ward (Kaw) | . 3-3 | |
| 1. Jeff Ward (Kaw) | . 3-3 | |
| 1. Jeff Ward (Kaw) | . 3-3 . 9-1 2-8 | |
| 1. Jeff Ward (Kaw) | . 3-3 . 9-1 2-8 5-4 | |
| 1. Jeff Ward (Kaw) | . 3-3 . 9-1 2-8 5-4 . 5-4 | |
| 1. Jeff Ward (Kaw) | . 3-3 . 9-1 2-8 5-4 . 5-4 | |
| 1. Jeff Ward (Kaw) 2. Jeff Stanton (Hon) 3. Ron Lechien (Kaw) 4. Rick Johnson (Hon) 5. Doug Dubach (Yam) 6. Brian Manley (Kaw) 7. Fred Andrews (Hon) 8. Tyson Vohland (Kaw) | . 3-3 . 9-1 2-8 5-4 . 5-4 . 4-10 10-5 | |
| 1. Jeff Ward (Kaw) | . 3-3 . 9-1 . 2-8 . 5-4 . 5-4 . 4-10 . 10-5 7-9 | |

► Missing in action: Long regarded an Open class rider, Micky Dymond hasn't raced in the 500 class since 1985. Micky was looking forward to racing the big bikes again, but he had to pull off early in the first moto at Millville after re-injuring his ankle. Micky needs wins to save his Yamaha contract.

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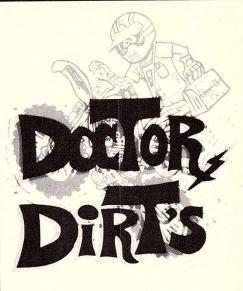
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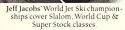
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WARFARE



This isn't really happening, is it?: The world's top motocrosser has come upon hard times of late. The brute power of the 500 makes holding on tough for Rick, something he found out at Millville. Rick got pitched off his scoot while dicing with Ward, injuring his ribs. A week later at Washougal Rick struggled to finish fourth overall.

STANDINGS 1. Ward 97 2. Lechien 81 3. Stanton 80 4. Johnson 69 5. Dubach 67 6. Manley 56 7. Vohland 55 8. Kalos 48 9. Lamson 46 10. Andrews 40



Top privateer: Finishing a National championship series as the top privateer can have a big impact on the career of a rider. Consistent top placings behind the factory stars draw the attention of the media, factories and sponsors and can mean a hefty increase in income for the following season. Brian Manley is currently the top privateer in the 500 series, one point ahead of Tyson Vohland. □

THIS ISSUE OF CRASH & BURN IS REALLY HOT!

Our editors talked to everybody except Joe Isuzu to find out what the latest "hot" items are. Here's a sample:

Does Hannah marry Elvira?

Worst bike shootout Rooftop motorcycle jump

Cowboy crash & burns Elvis still races MX! AND MUCH MORE!!!



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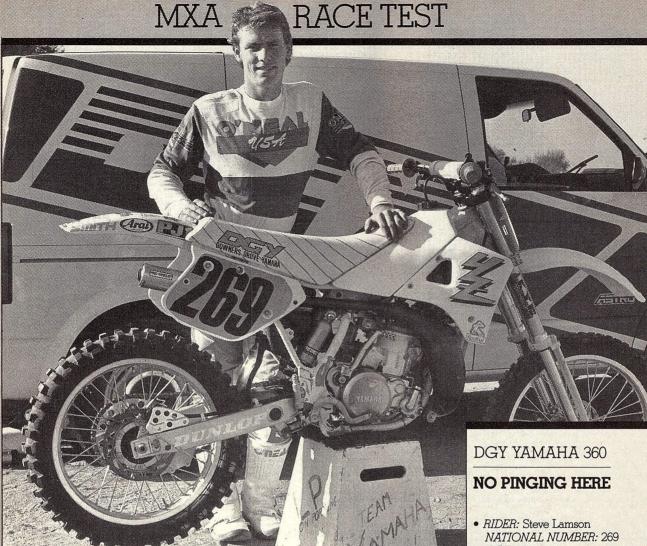


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☐ In 1985 Broc Glover took his production air-cooled Yamaha YZ490 to the 500 National Championship ahead of David Bailey's works water-cooled Honda RC500. It was an ominous day in Binghamton, New York, when he won the championship, for it sounded the end of Yamaha's interest in developing and racing Open-class machinery. While everyone else who raced the Open class had new and improved bikes to ride the next year, Yamaha riders were left with the same old bike dressed up with new graphics. Even though the bike somehow managed to remain competitive, it was, at the very least, psychologically uncompetiMan and machine: As with any privateer, finances are tight for Steve Lamson. Downers Grove Yamaha was so impressed with Steve's riding at Mammoth they provided him with bikes, parts, expenses and a van to get him to the races. Without their help Steve would be unable to race the 500 Nationals.

tive to those who were riding it.

With the arrival of the Ohlins 360 kit, Yamaha riders can feel good about racing the Open class once again. Earlier in the year we tested the 360 conversion kit and were impressed with Open class power in a 250 chassis. However, we were not impressed with the usability of that power. Recently

AGE: 18

HOMETOWN: Pollock Pines, CA SPONSORS: Downers Grove Yamaha, O'Neal, Arai, Renthal, Pro Circuit, Dunlop, Smith, Lamson Porting

MOTOR: Ohlins 360 kit, with John Lamson porting

PIPE/SILENCER: Noleen Racing, Pro

AIRBOX/FILTER: Stock, Twin Air FUEL/OIL/RATIO: Trick with PIl Goldfire Pro at 32:1

CARB: Stock

MAIN: 360 PILOT: 55

SLIDE: Stock

NEEDLE: 62, third position AIRSCREW: 1-1/4 turns out

IGNITION: Stock

PLUG: Stock

FORKS: Pro Circuit

SHOCK: Pro Circuit

BRAKES: Stock

WHEELS: Stock

TIRES: Dunlop

BARS: Renthal

GRIPS: Scott Hurricane.

CHAIN: RK

GEARING: 15/48

MISCELLANEOUS: DGY Pink YZ graphics, DGY seat cover, Scott Sticky Fingers. •

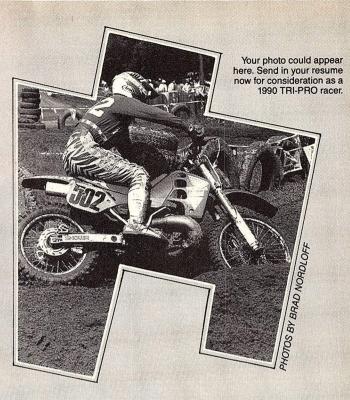


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TRI PRO RACINO





Wrecking crew plaudits: After testing earlier in the year the MXA wrecking crew felt the stock 360 motor was difficult to ride. Porting and changes to the gearing widened the powerband and made the 360 a competitive and fun bike to ride.



Blast and rev: The Ohlins 360 kit was ported by John Lamson to increase revs and move the bottom-end powerband into the midrange. The motor was then mated to a Noleen Racing pipe and Pro Circuit silencer. The stock gearing was changed to 15/48 to further improve rideability and add a touch of top-end overrun.



Ridability factor: Although not as fast on long straights or uphills, the 360 more than offsets that disadvantage with ridability. The light chassis weight, good handling and easy-to-manage motor result in less wear and tear on the rider by moto's end.

privateer Steve Lamson has been turning in some impressive motos in the 500 National series aboard a Downers Grove Yamaha 360. We decided to give Steve a call to see if we could finagle a ride on his scoot. We got a ride and came away very impressed. STOCK STUMP PULLING

Our primary concern with the stock 360 conversion was that it didn't rev far enough to make it raceable. The abundance of bottom-end instantly made the rear wheel spin, under even mild application of the throttle. Third gear wasn't bad, but with no rev shifting to fourth was a necessity. Unfortunately, the jump to fourth induced instant bogging. The gear ratios were too tight between first and second and too wide between third and fourth. The result was a motor that was extremely difficult to ride. What worked with the 250 motor was now overpowered by the increased displacement. IT'S ALL MATHEMATICS

To be competitive on the Nationals, or at any level, the YZ360 needed a substantial increase in revs. Steve and his dad John started by changing the stock gearing. The 14-tooth countershaft was traded for a 15, and mated to a 48-tooth rear sprocket. This taller gearing allowed the motor to pull first and second gears further. There was still a healthy dose of bottom-end, but now it pulled smoothly into the midrange.

Steve wanted still more revs to be competitive with the 500s on starts and straights. John Lamson took his grinding tools to the cylinder to stretch the potent midrange mill into the top-end. This further helped in making the bike easier to ride by taking a bit of the abundant bottom-end and moving it to the top.

THE FINAL VERDICT

After several motos of racing by various members of the wrecking crew, the general consensus was that Steve's DGY360 was night-and-day different from the stock conversion kit that had been previously tested. Where the stock 360 had been a slow Open bike, the DGY360 was felt to be more like an extremely fast 250, and an extremely fast 250 is a lot more competitive, and fun to ride, than a slow Open bike. \square

ON THE NATIONAL CIRCUIT

WHAT THE YZ360 PILOTS THINK

• Steve Lamson: "I think the results show that it is a competitive bike. The only place I feel the bike is at a loss to a 500 is on a long straight. So far I have gotten good starts and haven't had any problems running in the top ten. The only other time I raced an Open bike was this year at Mammoth on the 490, so it is tough to say much about racing it compared to other Open bikes. I know I like it better than the 490, though!"

Micky Dymond: "I think with a little bit more work and race testing over the next few Nationals, the bike should be dialed in pretty good. It has a lot of potential. The bike handles well, since it has a bigger motor in the 250 chassis. I don't think it is as tiring to ride as a full 500; the power is easier to use and the bike is lighter. It isn't as much of a workout. Unfortunately, my ankle has been injured since before Millville and I haven't been able to race the bike. I'm really bummed because I think I can do well on it."

Doug Dubach: "It is a lot better than racing the 490. I don't feel the bike has any disadvantage as compared to a 500. In fact, as long as the track isn't a road race course, I think the 360-kitted 250 is a better bike to race. I think it is competitive and can win races."

Shaun Kalos: "With this motor in the 250 frame the bike has a really light feel and is easy to handle. The handling is so much better. I'm having more fun racing the 360 than I did the 490 last year. I led at Washougal for a while before crashing, so I know the bike has the speed to win. On a tight, technical track the 360 is extremely competitive." •



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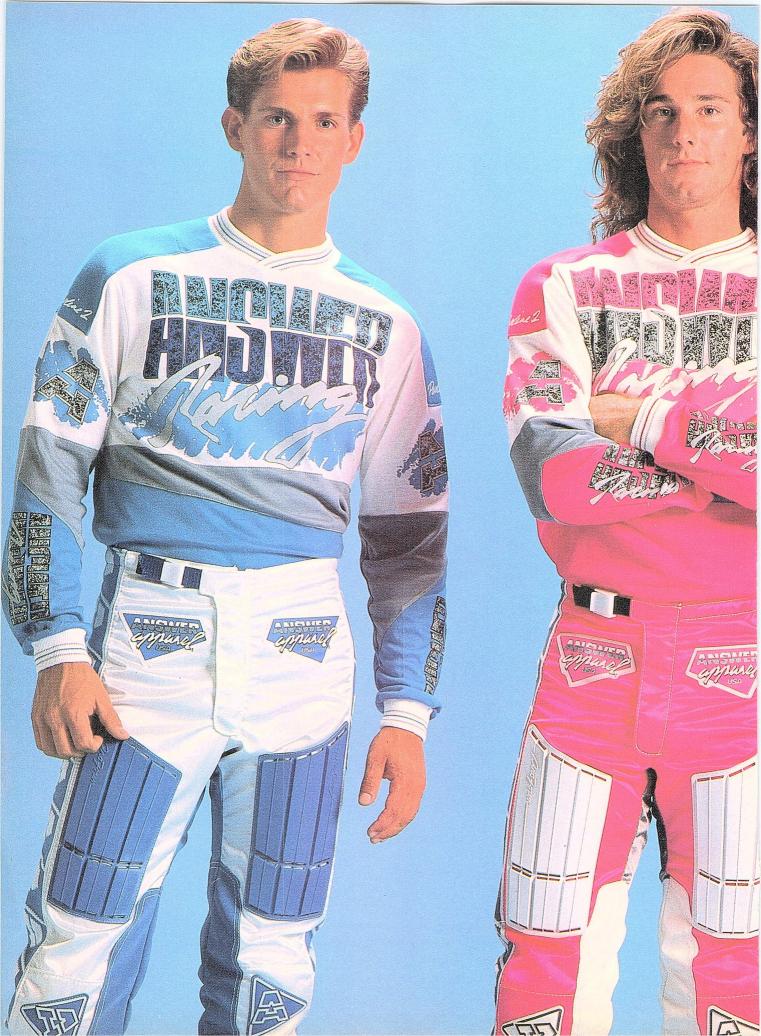
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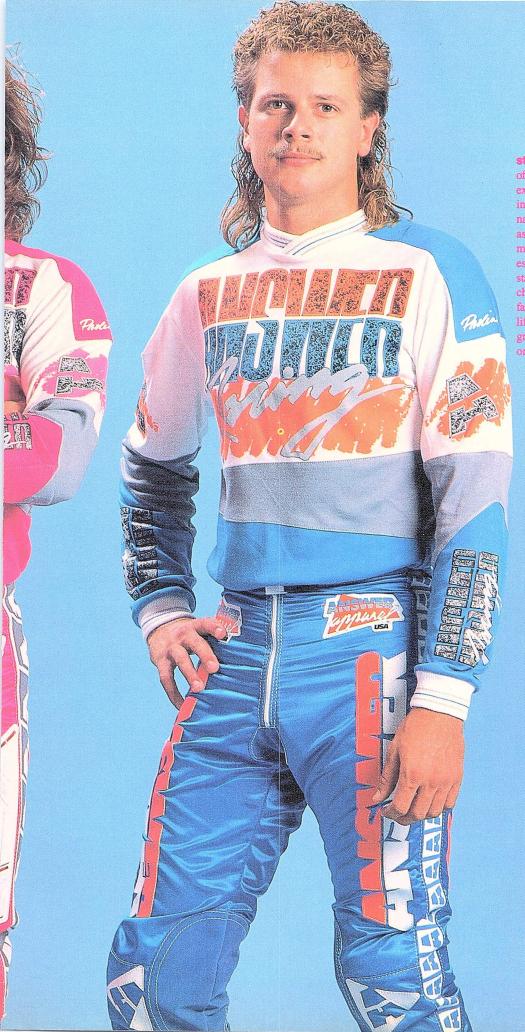
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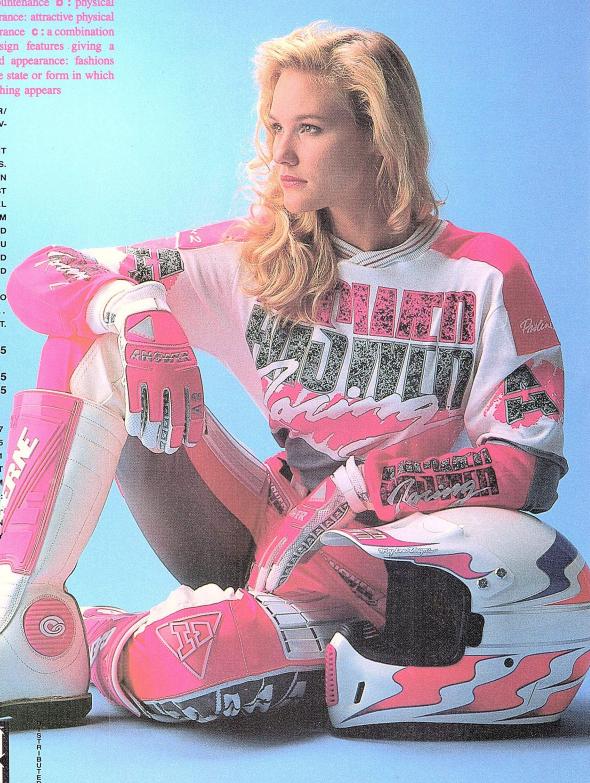
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FINAL 125 GRAND PRIX

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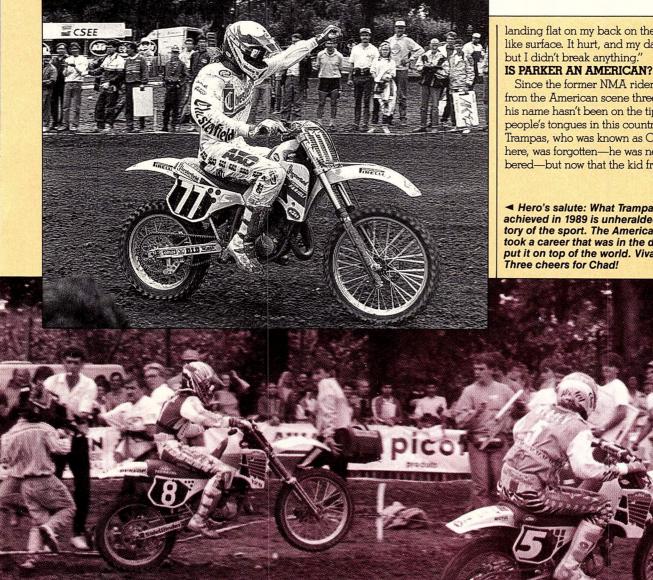
Trampas Parker clinches the 125 crown in France

By Luc Verbeke

landing flat on my back on the concretelike surface. It hurt, and my day was done,

Since the former NMA rider disappeared from the American scene three years ago, his name hasn't been on the tips of many people's tongues in this country. It's not that Trampas, who was known as Chad Parker here, was forgotten—he was never remembered—but now that the kid from Louisiana

■ Hero's salute: What Trampas Parker achieved in 1989 is unheralded in the history of the sport. The American/Italian took a career that was in the dumpster and put it on top of the world. Viva Trampas!

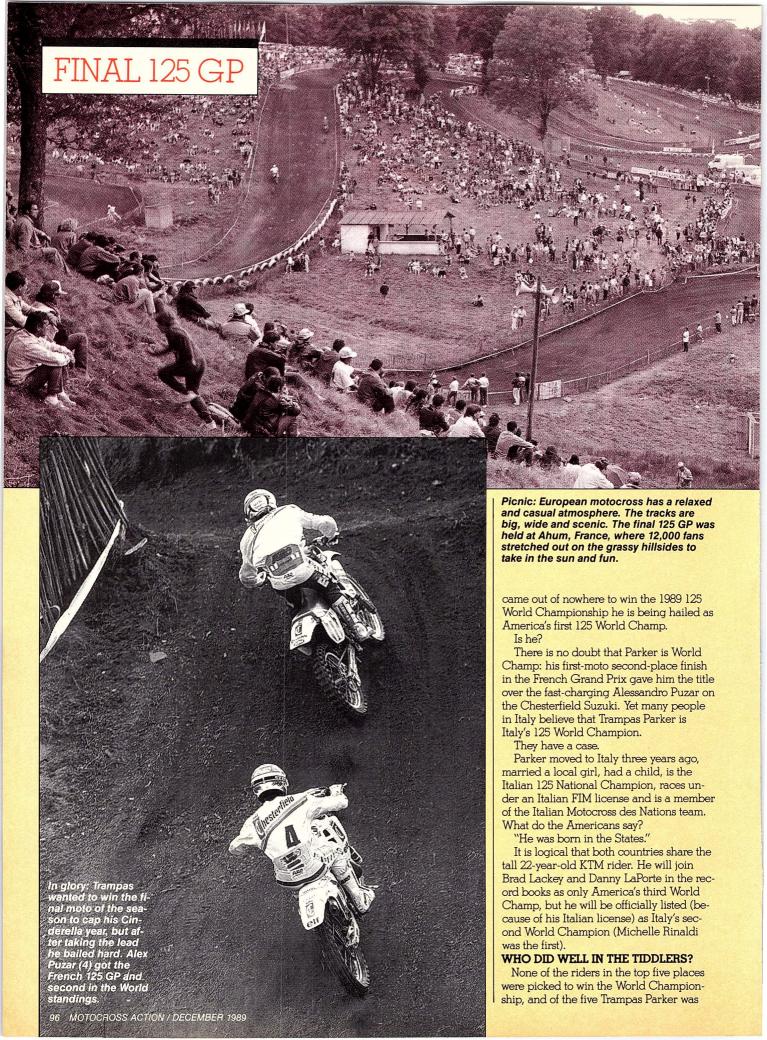


Incoming: As Bobby Moore (8) sends photographers running with his outside line Mike Healey (5) glances over. Healey's third in the 125 World Championships is as much a resurrection as Trampas Parker's. From unsponsored to top three in one season!

☐ "I was very nervous before the start," admitted Trampas Parker after it was all over, "but as soon as the gate dropped I found myself behind the leaders. I was very confident that I would win the title. I stayed calm, went about my business and managed to make it up to second place. That clinched the 125 World Championship. In the second moto the pressure was off. I went flat out. I wanted to win the final moto.

I started in eighth place, but came through to the front pretty quick. On the third lap I

made a bad mistake on one of the uphills and I highsided over the front of the bike,





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Final moto: A.J. Whiting (68) is mired in midpack in a season that he's glad to see end. There is little consolation in knowing that his start was better than Werner DeWit's (50), Miroslav Kucirek's (37) and Edwin Evertsen's (18). Whiting was an NMA mini champ just like Moore and Healey.

Munchkin: Bobby Moore ended the 125 GPs with a fourth overall. While Parker has an Italian license and Healey a French one, Bobby rides as a German. Ricky Ryan and A.J. Whiting ride as Americans. ▶





Kicking himself: Rick Ryan is probably regretting turning down a factory KTM ride at the start of the season. As a privateer on a Suzuki, the former Daytona winner spent the season chasing the Austrian bikes and not catching them.

FINAL 125 GP

the longest shot. Dave Strijbos had signed with Suzuki to lead a powerful three-man team to the World Championship cup. Strijbos and Pedro Tragter were seasoned 125 GP riders and they would be joined by the 15-year-old son of three-time 125 World Champ Harry Everts. Suzuki believed that they had the title in the bag. It all fell apart. First, Tragter broke his wrist; next, Strijbos wrecked his knee; finally, Stefan Everts broke his wrist. The title was wide open!

Parker and his American KTM teammates (Bobby Moore and Mike Healey) started hot and stayed hot; only Italian Allessandro Puzar (known as Alex) was able to throw up any defense against the Americans on the Austrian bikes. Herr Trunkenpolz, the T of KTM, said, "Those kids are like my own children."

Before Suzuki could figure out what had happened to their GP title hopes, Parker had ripped off five GP wins out of the first eight events. It was all over but the shouting. Alex Puzar started winning for the Chesterfield Suzuki team, but Parker had built up such a big lead that it would take a miracle for Puzar or a disaster for Parker on the level of Massimo Contini's flop at the final GP in 1984 (Contini finished tenth overall this season). That didn't happen and Parker wept tears of joy as the champagne flew in France.

SECOND, THIRD & FOURTH

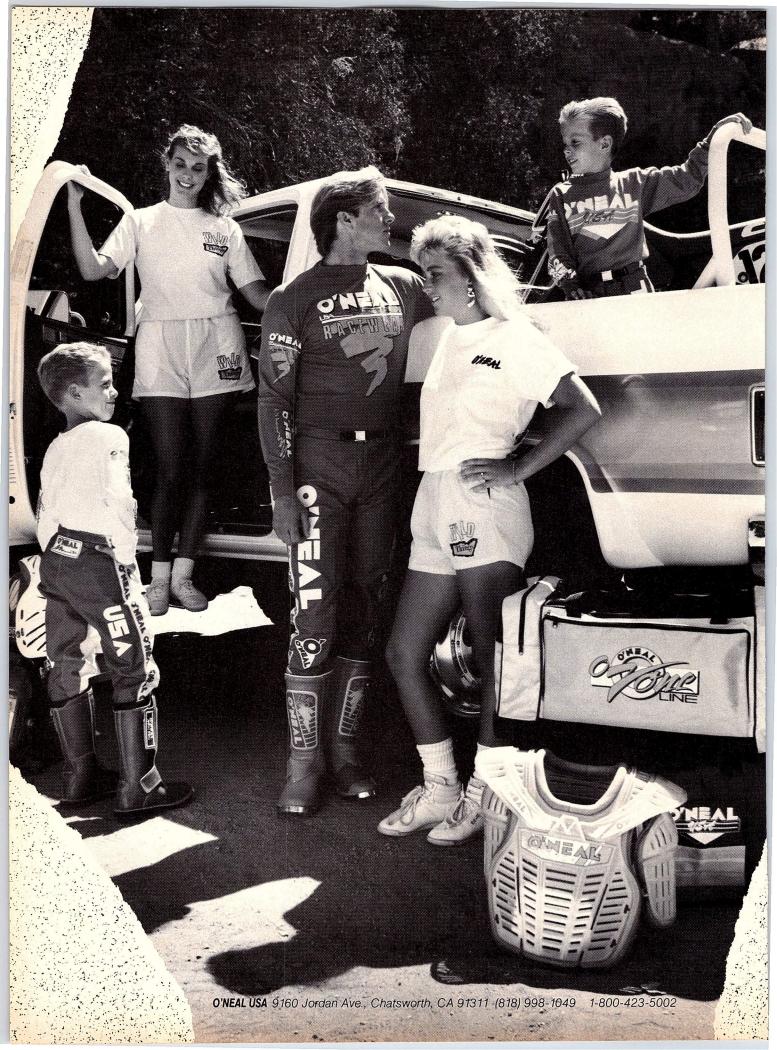
Alex Puzar was second, with Parker's American teammates Mike Healey (French license) and Bobby Moore (German license) rounding out the top four. Depending on your point of view, the top four in the 1989 125 World Championships represented either three Yanks and an Italian, or two Italians and two Yanks, or a Yank, Italian, Frenchman and a German.

Regardless, whether we cheer for Chad the American or they cheer for Trampas the Italian, Parker's feat of coming out of the woodwork to win the 125 World Championship goes down as a phenomenal achievement—for many people from many countries.

125 WORLD **CHAMPIONSHIP** FINAL STANDINGS

| 1. Trampas Parker KTM |
|--------------------------|
| 2. Alex PuzarSuz |
| 3. Mike Healey KTM |
| 4. Bobby Moore KTM |
| 5. Andreas Bartolini Hon |
| 6. Edwin Evertsen Suz |
| 7. Dave StrijbosSuz |
| 8. Yves DeMaria Yam |
| 9. Marcel Van DrunenHon |
| 10. Massimo Contini Cag |

| | | | | 9 | Walte Daley | | | | |
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| Master VISA C.O.D. | .31.89 _{Se final after} 30 | Belts AXO Superbelt 2 Answer Pro Form Answer AC-111 Goldbelt "Old Gold" | 32.99 31.95 27.95 19.95 | IHC MX Soft Terrain M5B 120/80x18 130/80x18 140/80x18 110/80x14 Intermediate Terrain 3.00x12 MOAR R | 35.95 41.95 43.95 26.95 | 70/100-17 FR 70/100-19 FR 80/100-21 FR 90/100-14 R 90/100-16 R 100/100-18 R 110/100-18 R | 24.95 27.95 52.95 27.95 32.95 54.95 58.95 | C-183D 3.85x14 3.60x18 4.10x18 4.60x18 3.00x21 3.00x23 C-703 Devastator 5.00x17 6PR 5.00x18 6PR 5.30x18 6PR C-755 | 17.95 19.95 23.95 29.95 18.95 21.95 29.95 29.95 34.95 |
| Masters VISA C.O.D. This ad expires 12 S25.00 minimum order - All sale S25.00 Goggles Cakley Pro Frame | .31-89 95 final after 30 39.95 | Belts AXO Superbelt 2 Answer Pro Form Answer AC-111 Goldbelt "Old Gold" Goldbelt Two Cool | 32.99 31.95 27.95 19.95 19.95 | IHC MX Soft Terrain M5B 120/80x18 130/80x18 140/80x18 110/80x14 Intermediate Terrain 3.00x12 MOAR R 3.00x14 MTC R | 35.95 41.95 43.95 26.95 7 15.95 16.95 | 70/100-17 FR 70/100-19 FR 80/100-21 FR 90/100-14 R 90/100-16 R 100/100-18 R 110/100-18 R 120/100-18 R | 24.95 27.95 52.95 27.95 32.95 54.95 58.95 61.95 | C-183D 3.85x14 3.60x18 4.10x18 4.00x18 3.00x21 3.00x23 C-703 Devastator 5.00x17 6PR 5.00x18 6PR 5.30x18 6PR 5.30x18 6PR 4.60x17 4PR 5.30x17 6PR | 17.95 19.95 23.95 29.95 18.95 21.95 29.95 29.95 34.95 |
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| Masters VISA C.O.D. This ad expires 12 s25.00 minimum order - All sale sale sale sale sale sale sale sa | 39.95 18.95 18.95 Smith, JT | Belts AXO Superbelt 2 Answer Pro Form Answer AC-111 Goldbelt "Old Gold" Goldbelt Two Cool | 32.99 31.95 27.95 19.95 19.95 | IHC MX Soft Terrain M5B 120/80x18 130/80x18 140/80x18 110/80x14 Intermediate Terrain 3.00x12 MOAR R 3.00x14 MTC R 3.60x14 45Z R 4.10x14 R 110/80x14 M38 R | 35.95 41.95 43.95 26.95 7 15.95 16.95 18.95 24.95 25.95 | 70/100-17 FR 70/100-19 FR 80/100-21 FR 90/100-14 R 90/100-16 R 100/100-18 R 110/100-18 R 120/100-18 R 120/100-19 R 110/90-19 R | 24.95 27.95 52.95 27.95 32.95 54.95 58.95 61.95 | C-183D 3.85x14 3.60x18 4.10x18 4.60x18 3.00x21 3.00x23 C-703 Devastator 5.00x17 6PR 5.00x18 6PR 5.30x18 6PR C-755 4.10x14 4PR 4.60x17 4PR 4.60x17 6PR 5.30x17 6PR 5.30x17 6PR 5.30x18 6PR 5.30x18 6PR | 17.95 19.95 23.95 29.95 18.95 21.95 29.95 34.95 18.95 22.95 32.95 21.95 26.95 32.95 |
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RACE TEST

□ The past: The 125 class has been securely in Honda's pocket since the introduction of the first of the new-generation CRs back in 1983. Each year Honda has built a quarter-liter motocross bike that has provided American racers with the best possible combination of handling, power, suspension and reliability. However, in 1989 Honda irritated a lot of potential buyers by jacking up their retail prices a couple of hundred dollars over what the competition was charging. More than a few 125 pilots opted to go looking for a better financial deal in a green, white or yellow bike. At the beginning of the '89 season the switchers

1990 HONDA CR125

Moving ahead to get back to where they were



Upscale: Honda upsized the CR125 for 1990 with a taller, firmer and flatter seat. Larger riders now feel more comfortable and overall movement is greatly enhanced.







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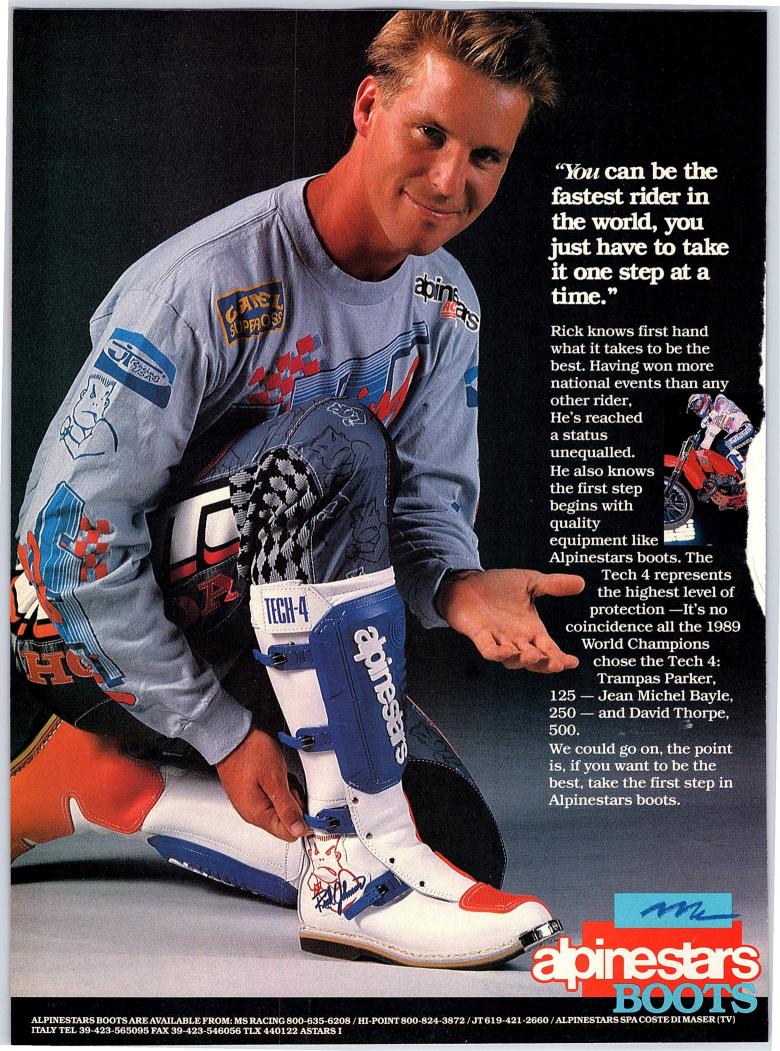
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III ULIUSS ACTION MAGAZINE



CR125

telt that the \$300 they saved would more than offset the traditional Honda 125 dominance.

For some it worked out, but on the National scene Honda's built-for-pros power advantage started to show. Running stock CRs modified by Pro Circuit, the Honda team riders and the CR privateers ran wild. At Hangtown Hondas swept the top four places. Mike Kiedrowski, Guy Cooper and George Holland won six of the first nine 125 Nationals (only Yamaha's Damon Bradshaw cracked the red tide). On the marketing front Honda reportedly offered their dealers a \$300 rebate program at the same time. The combination of the Honda horsepower advantage, the publicity of the Honda routs and the elimination of the price disadvantage had the desired effect on 1989 Honda CR125 sales.

The 1989 CR125 was definitely a prolevel motocross bike. It was geared tall and had a mid-to-top powerband that required lightning-quick reflexes and lots of momentum. Most of the pre-production testing had been done by Cooper and Holland. In the hands of a fast rider it was easily the fastest 125 sold (on the other hand, a Novice could make a mess of his career on the high-revving CR).

The present: Roger DeCoster called MXA in the middle of the 1989 race season to tell us that the 1990 model was going to have more of a midrange motor. Roger detailed plans to release the 1990 model with a completely new motor, equipped with the HPP power valve (just like the CR250) and totally revamped porting. Since the 1989 CR125 was winning all the races, Honda's R&D department really wasn't under a lot of pressure to change the '89 motor, but DeCoster felt that by moving the powerband lower into the midrange everyone from Beginner to Pro could make better use of the CR's horses. The plan for 1990 was to make the CR pull harder down low without giving up the long top-end pull—a tough order, but one that power valves had originally been designed to accomplish.

The outcome: The 1990 CR125 is a better bike than the 1989 CR125. It has benefited from a new chassis, improved suspension (including upside-down front forks) and a totally new powerband. Is it the best Honda CR125 ever? Probably, but Honda has had some great tiddlers in the past (most notably the 1987 CR125). What makes the 1990 model better than last year's CR is that DeCoster and the R&D team thought more about the buyer than



the race team and tried to build a bike that suited the buyer's riding style. For 1990 Honda will make Kiedrowski, Cooper and Holland adjust to our kind of power, instead of us adjusting to theirs!

Big air: Suspension performance was decent for box stock components. The forks are better sprung than the CR250 and better damped than the CR500, but most test riders felt that the rear shock wanted to kick on square-edged bumps.

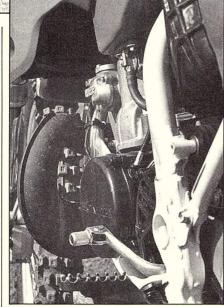
| 1990 HONDA CR125 TEST REPORT | | | | | |
|------------------------------|----------------|--------------------------------------|--|--|--|
| Characteristic | Rating (0-100) | Comments | | | |
| ENGINE | | | | | |
| Horsepower | . 95 | . Increased midrange, strong, broad | | | |
| Powerband | . 95 | . Good bottom, excellent mid and top | | | |
| Starting | . 95 | . Very easy | | | |
| Shifting | | | | | |
| Clutch | . 95 | . Seven-plate clutch, light feel | | | |
| CHASSIS | | | | | |
| Cornering | 95 | Quick but controlled | | | |
| | | Less headshake than last year | | | |
| | | . Very supple, some bottoming | | | |
| | | . Choppy on square-edged bumps | | | |
| Brakes | | | | | |
| | | . =//00/10/10 | | | |



TECHNICAL UPDATE

WHAT'S NEW ON THE CR125

- The CR125 cylinder is redesigned to accept Honda Power Port (HPP) power valves (just like the CR250).
- Crankshaft has been reshaped for increased rigidity and the cranks have been increased in weight.
- The mass of the ignition rotor has been decreased.
- A 36mm Keihin carb replaces last year's 34mm unit.
- Frame geometry has been changed to incorporate a slightly slacker head angle and 7.5mm more trail. The steering stem has been increased in size from 26mm to 30mm for added strength.
- Totally redesigned Showa upside-down forks replace last year's 43mm regular forks. The new forks feature double bolt-on axle clamps to replace last year's thread-in axle.
- The motor has been raised 3.5mm in the frame.
- Footpegs are 3mm wider and 3mm taller. The rear brake master cylinder is relocated inside the rear frame loop and the subframe joint has been moved inward to lessen boot contact.
- All-new chainguide is sleeker, stronger and totally encased in steel.
 - The rear hub has been beefed up for

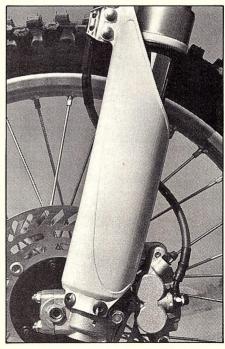


Objective: Honda's goal with the totally redesigned power valve (HPP) motor was to get a healthy increase in midrange power. Just to be sure the cranks were beefed up, the ignition rotor lightened and carb venturi increased to 36mm.

greater durability. A new rear rim features an improved shape for more strength.

- New seat is a half-inch taller and the foam is 10 percent denser. Last year's lower seat will be available as an option.
- ullet Frame is white and plastic has been returned to the orange mist of three years ago. ullet

Visualization: Showa upside-down forks, a taller seat, power valve motor, white frame, new graphics and orange mist plastic make the 1990 Honda CR125 look more like last year's CR250 than the CR125.



New breath: Last year the CR125 came with regular forks, which was lucky considering the troubles Showa had with the upside-down units, but for 1990 the damping, rigidity and harshness problems have been ironed out.

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CR125

TEST RIDER CONFERENCE

WHAT THE TEST RIDERS THINK

• MXA test riders come in all sizes and shapes. They also come in all speeds. When we test a new bike it has to undergo the scrutiny of National champs, 125 pros, Vets, Novices and even the occasional Beginner. The difference between the MXA test crew and local racers anywhere is that they are paid to race motorcycles and have ridden every bike made for the last 20 years. Here is what they had to say about the 1990 CR125.

Larry Brooks: "A really good blend of power. The midrange is night-and-day better than last year's bike. On my '89 race bike I had to have the engine completely done to get improved midrange. The '90 model has it stock. I know that the CR125 has increased flywheel weight, but throttle response actually feels lighter. It is very free-revving and, while I'm not positive that it revs out as far as last year's engine, it definitely pulls farther than any other 125 on the track.

"For me the forks were on the soft side, but the action felt fairly controlled. I think that faster riders and pros will switch to slightly stiffer fork springs, but everything else felt great."

Jody Weisel: "The worst thing about last year's CR125 was its tendency to fall off the pipe between gears. The solution was to gear it down or go faster. This year the CR125 has power all the time. It always has enough power to pull the next gear, even if you shift too early. I like that in a 125. It's a sign of a great motor. All in all, the 1990 feels a lot like last year's bike. It sits a little taller, has less headshake and looks the same, but the motor is vastly improved.

"I liked the suspension. The forks felt very smooth and plush. The shock kicked a little, but we lightened up the rebound a lot and set the sag at 105mm and it worked adequately."

Alan Olson: "The 1990 CR125 is a hard bike to complain about. It has good power. It still doesn't have the strong punch that the CR had in 1987, but it has a broader spread. The power valve seems to have given back some of the midrange while not drastically affecting the CR's ability to rev out. It's a trade-off for the increased maintenance on the valve, not to mention the increased cost, but the power is worth it.

"Surprisingly, Honda kicked the rake out to make the CR more stable, but the switch to the more rigid upside-down forks got



Full local: Little things sometimes make a difference and Honda changed a lot of little things. The motor is 3.5mm higher in the chassis, the footpegs are 3mm wider and taller, the head angle is slacker and trail is increased by 7.5mm. The outcome is a more aggressive handling package.

back any steering response that the slacker rake might have lost. Handling was good—not spectacular, but nothing to complain about. The suspension felt very good. The shock linkage started to squeak at the second race. They must not put any grease in at the factory."

Zapata Espinoza: "It still doesn't hit as hard in the midrange as the 1987 CR125, but it pulls through a much wider powerband than the 1989 model. It's an easy-to-ride 125 motor because it always has power on tap. It roosts out of the gate in second gear better than some bikes do in first.

"It feels good. The new seat is taller and flatter which makes the bike more comfortable for everybody but the smallest riders. If anything, the forks are a little soft, but nothing that a set of fork springs couldn't fix. Fork and shock valving are close enough that you could dial them in with

the clickers. I'd like to see adjustable rebound on the forks, though. I was really happy to see that the new chassis has less headshake than last year's bike."

Jack Phinn: "I raced an RM125 all of last year and now I wish I had a Honda instead. The CR125 was easier to ride, faster and each gear pulled longer than my bike. It feels like each gear lasts twice as long as what I'm used to. At first I was short-shifting the CR too much. It revs so far that it took me a while to get used to leaving it pegged.

"It corners really well. For my weight [130 pounds] the suspension was a little stiff, but it still seemed to respond well. The forks felt good, and the faster you went the better they worked. There wasn't anything on the CR125 that I didn't like. The clutch was the best I'd ever tried and the brakes were very responsive." • \Box



THE CREAM RISES TO THE TOP

THE WORLD CHAMPIONS: HOW THEY GOT THERE

Winning isn't everything, but it helps

□ At the beginning of this decade most American motocrossers looked upon our racing brethren in Europe with awe and wonderment. We reveled in their mastery of machine and track and we longed to beat them, especially on their own turf. The Grand Prix circuit and the World Championships were considered the pinnacle of the sport, a glorious motocross utopia across the pond.

Marty Moates' victory at the 1980 500 USGP was the beginning of the end of European invincibility. A little over a year later a band of four upstart Americans trounced a bevy of talented European teams to take the Motocross and Trophy des Nations Championships for the first time. Before the Europeans could gain revenge at the next des Nations events, Brad Lackey and Danny LaPorte had taken the 500 and 250 World Championship crowns away to the "new world." As far as Americans were concerned, we were the best racers on the planet, and a National Championship was more important and prestigious than a World Championship.

While the top American pros still feel National Championships are the ultimate goal, most of the racing public has once again grown to appreciate the abilities and exploits of the riders campaigning the Grand Prix circuits. To that end MXA takes a look at the three new World Champions and how they and their competition fared in the points chase over the course of the season.

125 WORLD CHAMPION: TRAMPAS PARKER

BACKING UP THE BOASTS

• Prior to the start of the Grand Prix wars Trampas Parker boldly stated to a live Italian television audience, "This year I will win the 125 World Championship!" They were brash words from a relatively placed at the top of any Grand Prix event, let alone a top placing at the end of a season.

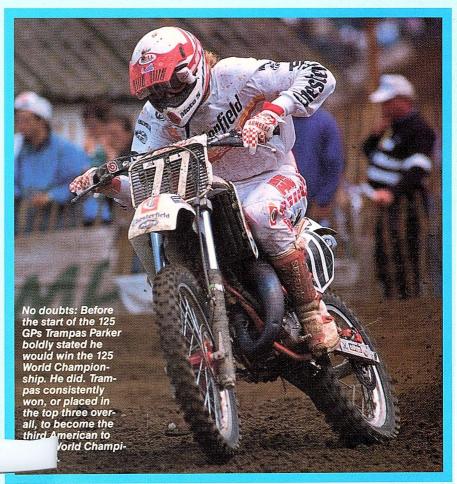
Yet the outspoken 22-year-old from Louisiana quickly backed up his words by taking the overall with 1-1 scores at the year's first GP in Italy. "A fluke!," said many, but two seconds and a third in the next three races, followed by the overall win in Belgium, established Parker as a legitimate title contender. With the exception of the final moto of the year, Trampas placed in the top four of every moto, including four additional overall victories, to outdistance rival Alessandro Puzzar to the 125 crown by ten points.

Trampas further put to rest any doubts about his speed with a stellar performance for the Italian team in the Motocross des Nations. Riding a 500 for the first time in a year, Trampas turned in 7-1 finishes, besting the likes of Dave Thorpe and Jeff Ward. Trampas hopes to contest the 250 World Championships aboard a KTM in 1990, and has expressed interest in obtaining sponsorship from Bennetton Clothing.

250 WORLD CHAMPION: IEAN-MICHEL BAYLE

UNDER THE AMERICAN FLAG

• Since his earliest racing days, 19-yearold Frenchman Jean-Michel Bayle has idolized David Bailey and has wanted to race in the United States against the world's best riders. After clinching the 1988 125 World Championship he set his sights on fulfilling his dreams. Jean-Michel packed his bags and flew to California to be in the heart of the American racing scene. His plan was to go head-to-head against Johnson, Ward and crew on the supercross and National circuits. Unfortunately, Honda of France and the French racing federation conspired to keep him racing in Europe. After a great deal of dirty politics, and a \$10,000 buyout, Jean-Michel was released to race in America, but only until the start of the GPs.



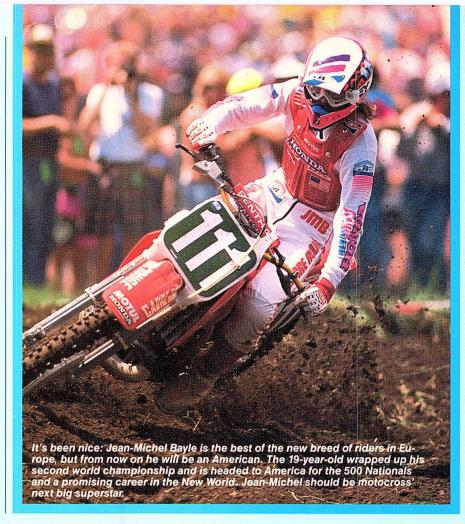
While he was here Jean-Michel took a second at the Miami Supercross, then two weeks later garnered the 250 class win at the Gainesville National. After that he was back in France, nursing a broken wrist that was injured practicing for the first 250 GP. Fortunately, the first GP in Yugoslavia was canceled, giving him time to heal. He sat out the first real GP in Switzerland after setting the fastest lap times in practice, feeling he was still not ready. When he was ready it showed, as he decimated the competitive field throughout the remainder of the year, taking seven overall victories.

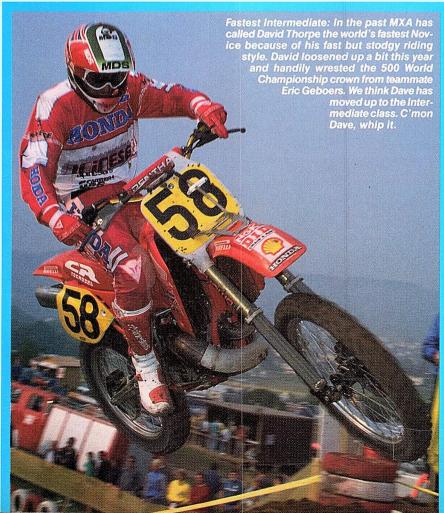
Jean-Michel sat out the Motocross des Nations since he races with an American license. He plans on racing the remaining 500 Nationals and will race in the United States on a permanent basis. Honda, Kawasaki and Suzuki are bidding for his services, and it is rumored that should he sign with Honda he will contest the 125 Nationals in 1990. ●

500 WORLD CHAMPION: DAVID THORPE

REMOVING THE TARNISH FROM THE CROWN

• Tabbed the world's fastest Novice, David Thorpe has never set the world afire with flashy riding or a great deal of fanfare. After winning his second 500 World Champi-





onship in 1986, he suffered two injury-riddled seasons in '87 and '88. Although he was often in the hunt during those two seasons, he developed an apparent habit of folding in the late stages, handing the titles to Georges Jobe in '87 and Eric Geboers in'88.

Undoubtedly the likable and affable Brit was disappointed by his results, and shaken by his growing number of critics. Dave Thorpe began the '89 500 World Championship campaign with a slow start in the first event in Holland, then picked up the pace as Eric Geboers' main competition. Came the midpoint of the season, though, things started to go sour, as they had in the recent past. The low point was a secondmoto DNF at the USGP, his only one of the season, that resulted in Geboers taking a 29-point lead back to Europe. Once again the catcalls of his detractors could be heard.

Over the remainder of the season Thorpe came on strong, however, and it was Geboers who faltered in the final stretch. Thorpe finished second in Finland, then reeled off four straight victories, including the win in Belgium only days after having undergone arthroscopic knee surgery. His thorough drubbing of the GP competition, followed by his strong showing at the Motocross des Nations, silenced those detractors and made believers out of many a skeptic. Dave Thorpe once again sits upon the throne as king of the iron men of Europe. •

DECEMBER 1989 / MOTOCROSS ACTION 113

125 WORLD CHAMPIONSHIPS: THE TOP TEN

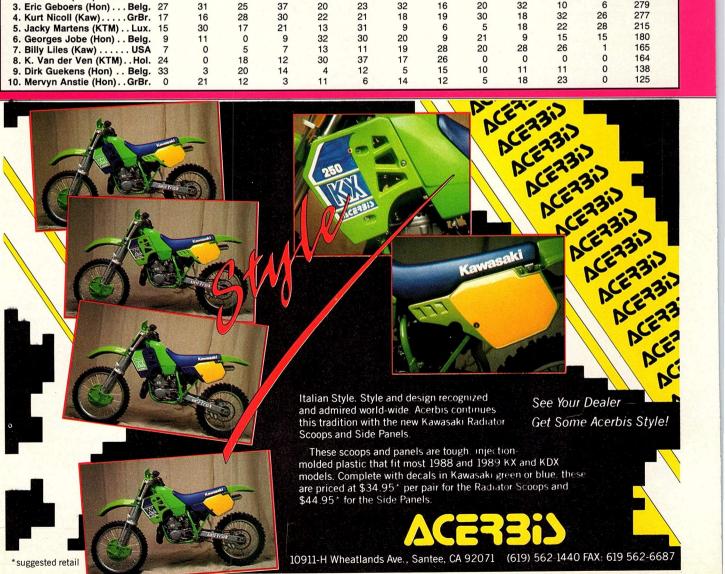
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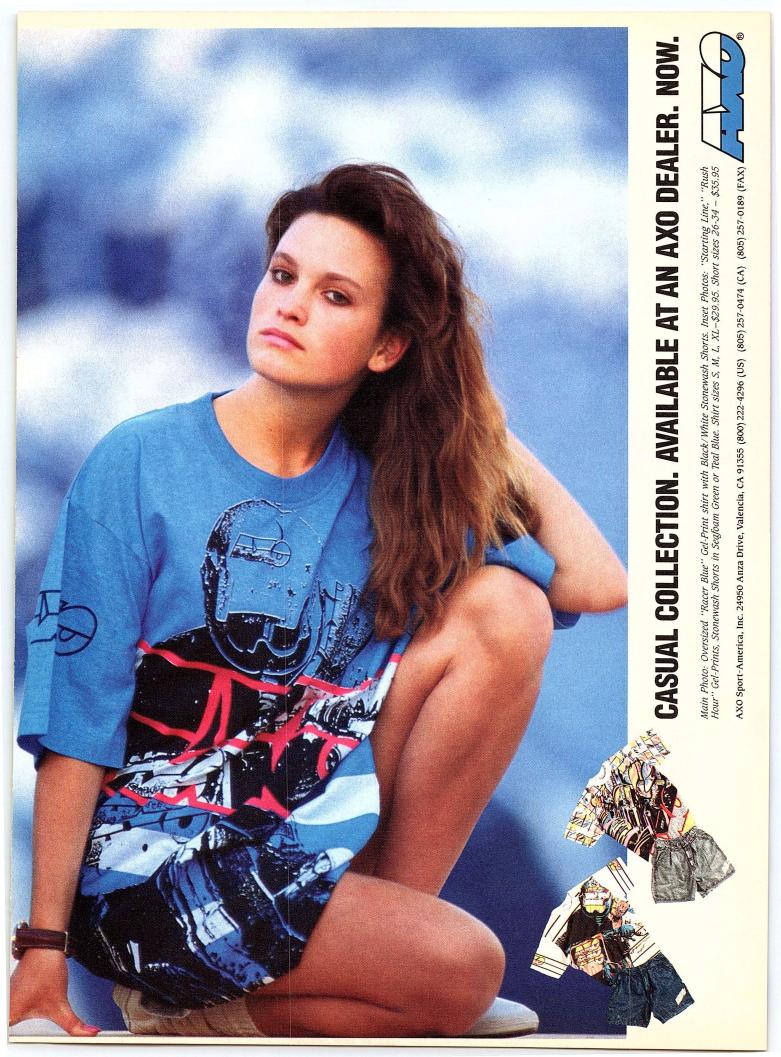
-12 6th-10 7th-0 9th-9 0th-7 10th-6 11th-5 12th

| 18t = 20, $2na = 17$, $3ra = 15$, $4tn = 13$, $5tn = 12$, $6tn = 10$, $7tn = 9$, $8tn = 8$, $9tn = 7$, $10tn = 6$, $11tn = 5$, $12tn = 4$, $13tn = 3$, $14tn = 2$, $15tn = 1$ | | | | | | | | | | | | | |
|--|------------|-------|-------|------|-------|-------|--------|----------|------|-------|------|--------|-------|
| | Italy | Spain | Port. | Hol. | Belg. | Germ. | Czech. | Gr.Brit. | Ire. | Braz. | Arg. | France | TOTAL |
| 1. T. Parker (KTM) US | 40 | 28 | 30 | 35 | 37 | 37 | 40 | 30 | 30 | 34 | 35 | 17 | 393 |
| 2. Alessandro Puzar (Suz) I | . 32 | 28 | 40 | 13 | 32 | 37 | 21 | 20 | 40 | 40 | 34 | 40 | 378 |
| 3. Mike Healey (KTM) US | 23 | 6 | 18 | 37 | 33 | 15 | 15 | 20 | 32 | 0 | 35 | 30 | 254 |
| 4. Bob Moore (KTM) US | A 0 | 19 | 13 | 22 | 25 | 26 | 32 | 15 | 28 | 30 | 0 | 30 | 240 |
| 5. Andrea Bartolini (Hon) li | . 2 | 18 | 10 | 0 | 10 | 23 | 3 | 3 | 19 | 22 | 26 | 11 | 147 |
| 6. Edwin Evertsen (Suz) Ho | . 0 | 12 | 16 | 15 | 6 | 11 | 3 | 17 | 9 | 15 | 17 | 18 | 139 |
| 7. Dave Strijbos (Suz) Ho | . 32 | 40 | 34 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 8. Yves DeMaria (Yam) Fra | . 17 | 28 | 24 | 0 | 13 | 17 | 9 | 0 | 0 | 10 | 16 | 0 | 134 |
| 9. M. Van Drunen (Hon) Ho | . 0 | 1 | 0 | 23 | 0 | 11 | 11 | 24 | 19 | 20 | 20 | 0 | 129 |
| 10. Massimo Contini (Cag)li | . 21 | 16 | 1 | 6 | 22 | 11 | 10 | 2 | 0 | 15 | 10 | 10 | 124 |

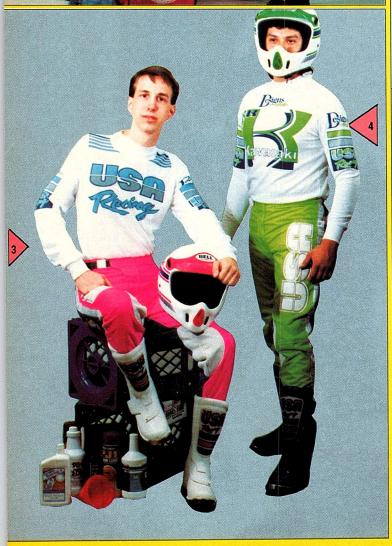
| 250 WORLD CHAMPIONSHIP TOP 10 | | | | | | | | | | | | | |
|-------------------------------|-------|---------|--------|------|--------|--------|-----|-------|-------|------|-------|-------|--|
| S | witz. | Austria | Czech. | Hol. | France | Venez. | USA | Germ. | Swed. | Fin. | Belg. | TOTAL | |
| 1. JM. Bayle (Hon) Fra. | 0 | 20 | 40 | 40 | 6 | 40 | 32 | 40 | 37 | 37 | 35 | 327 | |
| 2. P. Vehkonen (Yam) Fin. | 24 | 13 | 21 | 34 | 13 | 30 | 26 | 11 | 28 | 37 | 27 | 264 | |
| 3. J. Van de Berk (Yam) Hol. | 20 | 16 | 23 | 22 | 19 | 17 | 17 | 25 | 27 | 7 | 0 | 199 | |
| 4. G.J. Van Doorn (Suz) Hol. | 2 | 22 | 25 | 17 | 10 | 30 | 19 | 0 | 35 | 0 | 7 | 167 | |
| 5. Michele Fanton (Suz) It. | 25 | 35 | 0 | 5 | 28 | 10 | 0 | 32 | 0 | 18 | 12 | 165 | |
| 6. P. Johansson (Yam) Swe. | 13 | 11 | 14 | 14 | 8 | 6 | 20 | 7 | 21 | 13 | . 37 | 159 | |
| 7. Rodney Smith (Suz) USA | 11 | 17 | 12 | 23 | 19 | 13 | 9 | 26 | 0 | 10 | 11 | 151 | |
| 8. Broc Glover (KTM) USA | 4 | 25 | 20 | 8 | 15 | 20 | 8 | 17 | 0 | 10 | 20 | 147 | |
| 9. M. Bervoets (Kaw) Belg. | 22 | 0 | 6 | 21 | 1 | 22 | 5 | 5 | 10 | 26 | 11 | 129 | |
| 10. R. Diepold (Kaw) Ger. | | 4 | 17 | 10 | 33 | 16 | 0 | 9 | 0 | 0 | 5 | 102 | |

| 500 WORLD CHAMPIONSHIP TOP TEN | | | | | | | | | | | | | |
|--------------------------------|------|--------|---------|-------|---------|--------|-----|----------|--------|---------|--------|--------|-------|
| | Hol. | France | Austria | Italy | Finland | Sweden | USA | S.Marino | Gr.Br. | Belgium | Luxem. | Switz. | TOTAL |
| 1. Dave Thorpe (Hon) GrBr. | 14 | 35 | 40 | 31 | 18 | 20 | 8 | 35 | 40 | 37 | 40 | 40 | 358 |
| 2. Jeff Leisk (Hon) Austral. | 20 | 15 | 11 | 30 | 35 | 12 | 26 | 37 | 32 | 33 | 20 | 22 | 293 |
| 3. Eric Geboers (Hon) Belg. | 27 | 31 | 25 | 37 | 20 | 23 | 32 | 16 | 20 | 32 | 10 | 6 | 279 |
| 4. Kurt Nicoll (Kaw) GrBr. | 17 | 16 | 28 | 30 | 22 | 21 | 18 | 19 | 30 | 18 | 32 | 26 | 277 |
| 5. Jacky Martens (KTM) Lux. | 15 | 30 | 17 | 21 | 13 | 31 | 9 | 6 | 5 | 18 | 22 | 28 | 215 |
| 6. Georges Jobe (Hon) Belg. | 9 | 11 | 0 | 9 | 32 | 30 | 20 | 9 | 21 | 9 | 15 | 15 | 180 |
| 7. Billy Liles (Kaw) USA | 7 | 0 | 5 | 7 | 13 | 11 | 19 | 28 | 20 | 28 | 26 | 1 | 165 |
| 8. K. Van der Ven (KTM)Hol. | 24 | 0 | 18 | 12 | 30 | 37 | 17 | 26 | 0 | 0 | 0 | 0 | 164 |
| 9. Dirk Guekens (Hon) Belg. | 33 | 3 | 20 | 14 | 4 | 12 | 5 | 15 | 10 | 11 | 11 | 0 | 138 |
| 10. Mervyn Anstie (Hon) GrBr. | 0 | 21 | 12 | 3 | 11 | 6 | 14 | 12 | 5 | 18 | 23 | 0 | 125 |











USA Racing Youth Package

USA Leather Boots (Sz.1-6) \$89.99 USA Jersey/Pants set (Sz.2-12)

Gear Bag

\$19.99 \$159.97

Total if sold separately

Chaparral package

\$109.99

- Youth Colors

 USA Red/White Pkg.#13

 USA Pink/Black Pants

- Pink/Blue Jersey Pkg.#14

 USA Pink/Blue Pkg.#15

 USA Blue/Grey Pkg#16 (not shown)

 USA Green/Blue Pkg#17 (not shown)

All packages available with choice of boot colors; White, Red, Blue or Black

USA Racing Gear Bags
USA Med.Gear Bag 12x12x27 \$29.99
USA Lrg.Gear Bag 16x18x27 \$39.99

To get these prices you must mention this AD #8912MXA Ad Expires 12-31-89



RIDINGGEAR

USA Racing "Semi-Pro" Pkg.

USA Leather Boots \$109.99 (Sz. 6-13)

USA Pants (Nylon) \$69.99 (Sz. 28-38, Blue/Grey & Red/Grey 28-44)

USA Jersey \$14.99

(Sz. small thru x-large)

USA Gloves <u>\$ 15.99</u>

Total if sold separately \$210.96

Chaparral package \$139.99

Adult Colors

- Yamaha Red/Grey/White Pkg.#
- USA Pink/Black Pants

Red/Blue/White jersey - Pkg.#2

- USA Pink/Blue Pants
 - Blue/Grey/White Jersey Pkg.#3
- Kawasaki Green/Blue/White Pkg.#4
- Suzuki Blue/Lt.Blue/Grey/White
- Honda Red/Grey/Blue/White Pkg.#6

All packages available with choice of boot colors; White, Red, Blue or Black

T-Shirts and Shorts

| T-Shirts (A-E) | \$11.99 |
|--------------------------|---------|
| Volley Shorts (A-E) | \$29.99 |
| "Rip'n'Tear" T-Shirt (D) | \$13.99 |
| "THOR Weasle Squeezer" | |
| | \$22.99 |

USA Racing "Pro" Pkg.

USA Leather Boots (Boots Sz. 6-13)
USA Pants (Antron) (Pants Sz. 28-38)
USA Jersey (2 color) 19.99
(Jersey Sz. small thru x-large)
USA Gloves 15.99
USA Gear Bag 12x12x27 29.99

Total if sold separately \$265.95

Chaparral package \$179.99

Adult Colors

- USA Blue/Grey/White Pkg.#7
- USA Orange/Black/Grey Pkg.#8
 USA District Office Additional Pkg.#8
- USA Pink/Blue/White Pkg.#9
- USA Pink/Black/White Pkg.#10
- USA Red/Pink/White Pkg.#11
- USA Blue/Green/White Pkg.#12

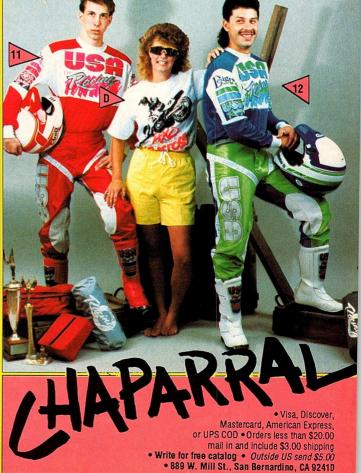
All packages available with choice of boot colors; White, Red, Blue or Black

Helmets

| 1101111010 | |
|---------------------------|----------|
| Arai MX-Pro | \$204.99 |
| Arai MX-Pro Day-Glo color | \$214.99 |
| Bieffe MX Team | \$109.99 |
| Bell Moto 4 SL | \$109.99 |
| Bell Moto 5 | \$209.99 |
| MS Racing | \$ 80.99 |



To Order Call: Nationwide 1-800-841-2960



RIDING GEAR SPECIA



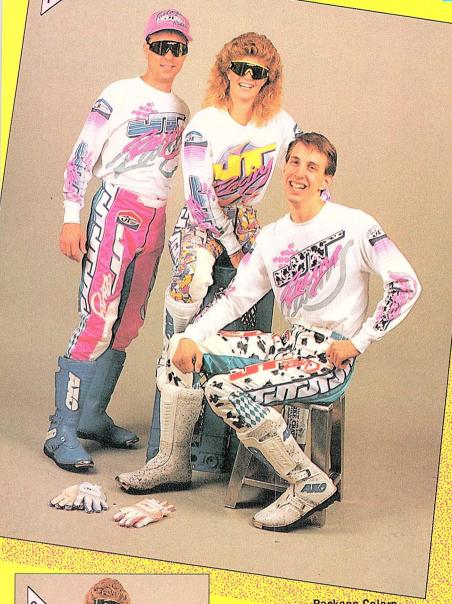
Classic Pro Pkg.

Knee Shin Guard SuperCross Jersey Half Breed Glove **AXO Turbo Boots**

Chaparral Price \$299.99









Classic Pants

• Dalmation • Confetti • Pink/Cyan • White/Red • White/Blue

• Cyan • Bonehead • Green/Blue

SuperCross Jersey

Super Cross White with various logos

AXO Turbo Boots

• White/Blue • White/Red • Red • Blue • Granite Red • Granite Blue

Half Breed Gloves

· White/Red · White/Blue

JT Racing Stonewash Sweat - \$ 36.99

Casual Wear

AXO Mountain Bike Boots \$69.99

Sunglasses starting from \$49.99 JT Threds

You MUST mention this AD #8912MXA to receive the sale price. This ad expires 12-31-89

To Order Call: • Nationwide 800-841-2960 • California 800-221-2479 • Local 714-889-2761 • FAX 7148843183

· Visa, Discover, Mastercard, American Express, or UPS COD • Orders less than \$20.00 mail in and include \$3.00 shipping
• Write for free catalog • Outside US send \$5.00
• 889 W. Mill St., San Bernardino, CA 92410

RIDINGGEAR

MS Racing Stage 1 Pkg.

\$ 14.99 Stage 1 Jersey \$ 69.99 \$109.99 Stage 1 Pants USA Boots

Total if sold separately \$194.97

Chaparral package

(Stage 1 Gloves \$15.99)

Adult Color Combinations Pants

- Grey Red Blue Teal (Sz.22-40) Vented White/Blue•White/Red (Sz.28-38) **USA Boots**
 - Blue Red Black White (Sz. 6-13) Jerseys

(Sz.Small thru X-large)

- Honda Blue Honda Red Yamaha Red Suzuki Blue • Kawasaki Blue
- MS RacingWhite/Blue MS RacingRed/Blue
- . MS RacingBlue/Pink. MS RacingBlue/White Stage 1 and Pro Comp Gloves • Blue • Red

T-Shirts (A-E)

\$11.99

MS Racing Pro Comp Pkg.

Pro Comp Jersey Pro Comp Pants AXO Turbo Boots \$ 89.99 \$159.99 Pro Comp Gloves

Total if sold separately \$291.96

Chaparral package \$269.99

Adult Color Combinations Pants

- Honda Red Honda Blue •Yamaha Red
 Suzuki Yellow Kawasaki Blue
 MS Racing Red MS Racing Blue
- MS Racing White/Pink (Sz. 22-40)
- AXO Turbo Boots • White/Blue • White/Red • Blue • Red
- Granite Blue Granite Red (Sz. 6-13) Jerseys

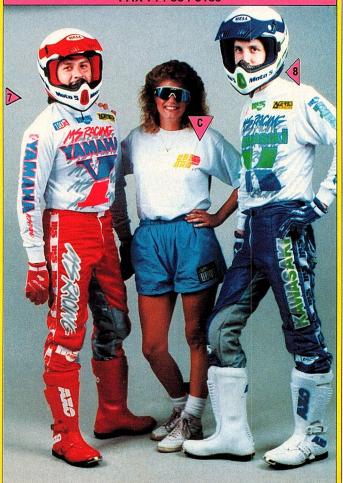
(Sz. Small-thru X-large) Team Colors

- · Honda · Yamaha · Suzuki · Kawasaki
- MS Racing

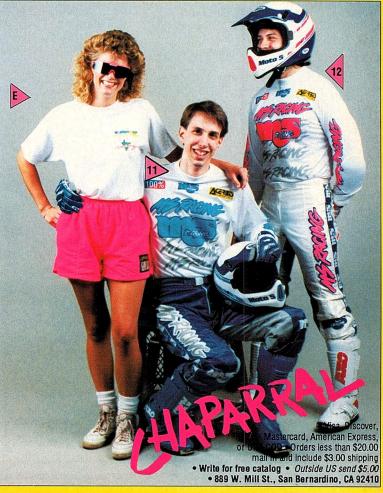
 White/Red White/Pink White/Blue

Volley Shorts (A-E) \$26.99

To Order Call: Nationwide 1-800-841-2960 California 1-800-221-2479 or 714-889-2761 FAX 714-884-3183







RIDING GEAR by SINSHU

TATE OF BEET

Package Colors

• Green • Flourescent Pink • Red/Green • Blue/Green • Aqua/Green

White/Traffic

White/Red • White/Pink/Royale • White/Blue/Aqua • White/Green/Blue

AXO Turbo Boots

White/Blue • White/Red • Red • Blue • Granite Red • Granite Blue

• Red • Green • Aqua • Pink • Traffic

SCD Enduro Jacket - \$149.99

• Pink • Red/Grey • Green/Blue • Blue/Gray

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Casual Wear

Wardy Wave T-Shirt Stonewash Sweatshirt AXO Mountain Bike Boots AXO Sweat Pants (White, Red, Black) 20.99

AXO Stonewash Shorts (not shown)

Sunglasses JT Threds starting from \$49.99

SCD Pkg.

SCD Pants Knee Shin Guard Sinisalo GP Padded Jersey SCD-2 Glove **AXO Turbo Boots**

Chaparral Price \$299.99





To Order Call: • Nationwide 800-841-2960 • California 800-221-2479 • Local 714-889-2761

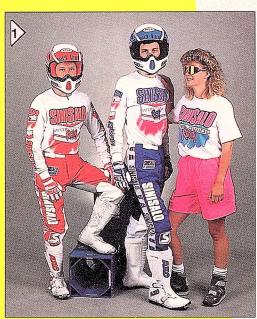
Mastercard, American Express, or UPS COD • Orders less than \$20.00 mail in and include \$3.00 shipping
• Write for free catalog • Outside US send \$5.00 • 889 W. Mill St., San Bernardino, CA 92410

RIDING GEAR SPECIALS

Jet Pkg.

Sinisalo Jet Pants With Knee Shin Guard Sinisalo Sport Jersey Sinisalo Sport Glove **AXO Turbo Boot**

> Chaparral Price \$249.99



Casual Wear

World T-Shirt \$12.99 Volley Shorts \$26.99 AXO Mountain Bike Boots \$69.99

> Sunglasses JT Threds \$49.99 and up

You MUST mention this AD #8912MXA to receive the sale price.

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Jet Pants

- Red/Green Royale/Green Royale/Navy
- Aqua/Green Aqua/Traffic

Sport Jerseys

White with: Red . Blue . Blue/Green . Flourescent Pink . Traffic

Package Colors

AXO Turbo Boots

- White/Blue White/Red Red Blue Granite Red
- Granite Blue

Sport Gloves

· Red/White · Blue/White

To Order Call: • Nationwide 800-841-2960 • California 800-221-2479 • Local 714-889-2761 • FAX 7148843183

· Visa, Discover, Mastercard, American Express, or UPS COD • Orders less than \$20.00 mail in and include \$3.00 shipping
• Write for free catalog • Outside US send \$5.00

• 889 W. Mill St., San Bernardino, CA 92410

Chaparral Races Ahead

Call Today to get a piece of the Action! Nationwide 800-841-2960 • Califonia 800-221-2479



New!!! AXO Turbo RC Boots - Now in Stock!!!!!

Goggles

| JT RV Std | Lens | 12.99 |
|-------------|-----------------|-------|
| JT GSX-1 I | exan Lens | 18.99 |
| Oakley "O" | Frame | 13.99 |
| Oakley "Pro | o" Iridium Lens | 44.99 |
| | Over Glasses | 19.99 |
| Scott 83 St | d Lens | 12.99 |
| Scott 83S | Youth | 10.99 |
| Scott 89 Le | exan Lens | 14.99 |
| Scott 87 O | ver Glasses | 18.99 |
| Scott 109 I | Lexan Lens | 19.99 |
| Smith SM) | (or CMX | 17.99 |
| Smith w/R | oll-off | 33.99 |
| Smith Turk | o Fan | 54.99 |
| Smith Swe | atbuster | 21.99 |
| | | |

Goggle/Helmet Accessories

| 710000001100 | | |
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| | JT Mouth Trap | 8.99 |
| | JT Goggle Full Mask | 6.99 |
| | JT Goggle Half Mask | 4.99 |
| | JT Iridial Lens | 21.50 |
| | MS Racing Goggle Bag | 6.95 |
| | MS Deluxe Goggle Bag | 14.99 |
| | MS Helmet Bag | 11.99 |
| | Oakley ATFM Mask | 9.99 |
| | Oakley Iridium Lens | 31.50 |
| | Quick Strap System | 12.99 |
| | Scott Face Mask | 5.99 |
| | Scott Venturi Mask | 7.99 |
| | Scott Half Mask | 5.99 |
| | Scott EFS System | 49.99 |
| | TC Helmet Bag | 16.99 |
| | Troy Lee Aero 2 Visors | 10.99 |
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Kidney Belts

| Answer ACIII | 29.99 |
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| Answer Pro Form | 36.99 |
| AXO Super Belt 2 | 32.99 |
| AXO XL Super Belt 2 | 33.99 |
| AXO Youth Super Belt | 23.99 |
| Gear | 19.99 |
| Gold Belt Pro | 21.99 |
| Gold Belt Cool 1 | 19.99 |
| Gold Belt 2 Cool | 20.99 |
| Gold Belt Team | 23.99 |
| JT Fan Belt | 28.99 |
| JT Double Action | 30.99 |
| O'Neal Cool-Lite | 25.99 |
| O'Neal Pro-Lite | 18.99 |
| O'Neal Bullet | 28.99 |
| THOR Super Vertabelt | 35.99 |
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|-------------------------------|-------|
| AXO Turbo Plus Granite | 189.9 |
| AXO Turbo Plus | 159.9 |
| Alpine Tech IV | 209.9 |
| Hi-Point Pro | 179.9 |
| Hi-Point Pro GP | 199.9 |
| Hi Point Youth | 129.9 |
| MS Stage I | 129.9 |
| MS Pro Comp | 199.9 |
| O'Neal Bullet | 149.9 |
| O'Neal Trail Pro | 109.9 |
| O'Neal Mini Pro (Youth) | 92.9 |
| Sidi Royale | 159.9 |
| USA Racing Adult | 109.9 |
| USA Racing Youth | 89.9 |

Fanny Packs

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| AXO Belt Bag | 12.99 |
| AXO Back Pack | 26.99 |
| Chase Harper Fannypac | 22.99 |
| Hallman Tech Tool Bag | 29.99 |
| Hallman Fanny Pack | 26.99 |
| Hi Point Fanny Pack | 36.99 |
| Jet Pilot Waist Bag | 9.99 |
| MS Racing Fanteen | 36.99 |
| MS Racing Tool Pak | 34.99 |
| MS Baja Fanny pack | 35.99 |
| MS Deluxe Fanny Pack | 18.99 |
| MS Deluxe Back Pack | 22.99 |
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| MS Racing Back Pack | 30.99 |
| O'Neal Belt Bag | 12.99 |
| O'Neal Tool Pak | 21.99 |
| O'Neal KS 1000 Tool Belt | 31.99 |
| Rear Gear | 17.99 |
| USA Racing Tool Pak | 24.99 |
| USA Racing Fanny Pak | 24.99 |
| USA Racing STD Pak | 10.99 |
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|-----------------------------|-----|----|
| Hi Point Pro GP | 39. | 99 |
| Hi Point Series 2 Cotton | 17. | 99 |
| JT Cotton SuperCross | 16. | 99 |
| JT Pro Tour | 34. | |
| MS Pro Comp | 23. | |
| MS ColorCross | 39. | |
| MS Stage 1 Cotton | 16. | |
| MS Enduro Pro | 24. | |
| O'Neal 100% Cotton Jersey | | |
| | | |
| O'Neal 100% Cotton Youth | | |
| O'Neal Bullet Jersey | 29. | |
| O'Neal Vented Bullet Jersey | | |
| O'Neal 50/50 Jersey | 19. | |
| Sinisalo Sport Cotton | 16. | |
| Sinisalo World | 25. | |
| Sinisalo World GP | 34. | 99 |
| THOR Cotton | 14. | 99 |
| THOR Jersey | 22. | 99 |
| USA Racing Sport Jersey | 14. | 99 |
| USA Racing Race Jersey | 19. | 99 |
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| Air Time T-Shirt | 11.99 |
| AXO T-Shirt | 11.99-15.99 |
| JT T-Shirt | 11.99-13.99 |
| Jeff Ward T-Shirt | 12.99 |
| No Snivelers T-Shirt | 12.99 |
| O'Neal T-shirts | 11.99 |
| O'Neal Acid Wash T- | Shirts 15.99 |
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Enduro Jackets

| Hi Point XC Enduro | 89.99 | |
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| MS Lite Ning Pro Enduro | 199.99 | |
| MS Gold Medal Enduro | 79.99 | |
| MS ISDE Gortex Pro S-XL | 169.99 | |
| MS ISDE Gortex Pro XXL | 179.99 | |
| MS Racing ISDE Vest | 79.99 | |
| Sinisalo Enduro | 149.99 | |
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72.99

Pants

| Answer Team | 89.99 |
|-------------------------|--------|
| Answer Pro Glo | 114.99 |
| Answer Pro Form | 134.99 |
| AXO Series 95 | 89.99 |
| AXO Series 95 Granite | 119.99 |
| AXO Series 125 | 119.99 |
| Gear Tiger Stripes | 119.99 |
| Hi Point Series II | 80.99 |
| JT Badboy/RJ Replica | 129.99 |
| JT Classic Pant | 114.99 |
| JT Dalmation/Confetti | 114.99 |
| JT Express | 69.99 |
| MS Stage 1 | 79.99 |
| MS Pro Comp | 99.99 |
| MS Gortex 28-38 | 159.99 |
| O'Neal Trail Lite | 69.99 |
| O'Neal Ultra-Lite Adult | 79.99 |
| O'Neal Ultra-Lite Youth | 69.99 |
| O'Neal Bullet Pants | 109.99 |
| O'Neal Ozone Print | 120.99 |
| O'Neal Full Vent | 109.99 |
| Sinisalo Jet | 89.99 |
| Sinisalo SCD | 114.99 |
| THOR Nylon Racing | 89.99 |
| THOR Gortex | 114.99 |
| THOR Viking | 114.99 |
| USA Racing Antron | 89.99 |
| USA Racing Pac | 69.99 |
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Chest Protectors

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|----------------------------|--------|
| Answer ACIII Lite | 79.99 |
| Answer ACIII Full | 99.99 |
| AXO SC-2 Front | *29.99 |
| Hallman Youth Pro Armor | 64.99 |
| Hallman ProArmor II | 69.99 |
| Hallman Mach 5 Front | 49.99 |
| Hallman Mach 5 | 94.99 |
| Hi Point Flak Jak | 94.99 |
| Hi Point Attack | 64.99 |
| Hi Point Flak Jak Youth | 79.99 |
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| JT V1000 Front | 64.99 |
| JT V2000 Front/Back | 86.99 |
| MS "Acerbis" Full Flex | 89.99 |
| MS "Acerbis" Front Flex | 59.99 |
| O'Neal Miniracer Protector | |
| O'Neal Rok Jacket I | 21.99 |
| O'Neal Rok Jacket II | 34.99 |
| O'Neal Youth Rok Jacket II | |
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| O'Neal Rok Shield | 59.99 |
| O'Neal Rok Blok Protector | 89.99 |
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Gloves

| Answer SpecialCross | 41. | 99 |
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| | 27. | 99 |
| | 22. | 99 |
| AXO Series Wet | 4. | |
| | 35. | |
| AXO Series 21 | 20. | |
| AXO Series 36 | 32. | |
| | 26. | |
| Hi Point Series 2 | 24. | |
| Hi Point Therma-Pro | 20. | |
| Hi Point Pro GP | 26. | |
| Hi Point Cotton | 3. | |
| JT Half Breed | 19. | |
| JT Flexon | 34. | |
| MS Stage 1 | 19. | |
| MS Pro Comp | 23. | |
| MS Enduro Pro | 29. | |
| MS Cold Pro | 24. | |
| MS Grabber "Cotton" | 3. | |
| O'Neal Bullet | 28. | |
| O'Neal Qualifier | 16. | |
| O'Neal Ultra-Grip | 3. | |
| O'Neal Hydro Jet Ski Glove | 21. | |
| O'Neal Hydro Jet Ski 1/2 | 18. | |
| O'Neal Cotton Cycling Glove | | |
| Sinisalo Sport | 20. | |
| Sinisalo SCD | 25. | |
| Sinisalo SCD 2 | 32. | |
| THOR Enduro Wet | 16. | |
| THOR Mesh | 17. | |
| THOR Viking Foam | 29. | |
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Helmets

| Answer A-Tech 5 | 169.99 |
|-------------------------|---------|
| Arai Pro Solid Color | 174.99 |
| Arai Pro Team Color | 204.99 |
| Arai Pro Dayglow | 214.99 |
| Bell Moto 4 SL | 109.99 |
| Bell Moto 5 | 209.99 |
| Bell Moto 5 RJ | 239.99 |
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| Bieffe BX6 | 99.99 |
| Bieffe BX6 Team "89" | 109.99 |
| CTS MotoX Adj.Chinbar | 99.99 |
| CTS Moto X Full | 139.99 |
| Griffin MX | 42.99 |
| Griffin GX707 Full Face | 49.99 |
| azer by MS Racing | 84.99 |
| Maxon Ram Air Full | 45.99 |
| Nolan N19R Full | 69.99 |
| Shoei VX3V Solid Colors | 159.99 |
| Shoei VX3V Team Colors | 209.99 |
| Shoei VX5V Solid Colors | 209.99 |
| Shoei VX5V Team Colors | 249.99 |
| Shoei VJ-101V Open Face | L-13.33 |
| Team Color | 149.99 |
| letter TNT Full/Vented | 99.99 |
| AGUEL LIGHT LUH AGHURA | 55.99 |

Acerbis

| Handquards | most | 15.99 |
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| Elba Headlight | | 33.99 |
| Vision Headlight | | 57.99 |
| Baja Rear Fender | | 32.99 |
| Nost Rear Fender | | 14.99 |
| Baja Front Fender | | 16.99 |
| Nost Front Fender | | 15.99 |
| Front Disc Guards | from | 16.99 |

Handlebars & Accessories

| Answer Carbon Steel | 15. | 99 |
|-------------------------------|-----|-----|
| Answer Chromoly Pro Glo | 28. | 99 |
| Answer Chromoly | 25. | 99 |
| Answer Aluminite w/Crossbar | | |
| Pad | 54. | 99 |
| Answer ATV A-Bars | 21. | 99 |
| Easy Clutch | 32 | 99 |
| Gunnar Gassar Kill Switch | 9. | 99 |
| Gunnar ATV Kill Switch | 22. | 99 |
| Gunnar Gasser Twist Grip | 15. | |
| Magura 312 Twist Grip | 22. | 99 |
| Magura 314 Plastic Twist Grip | 15. | 99 |
| MS Racing Crossbar Pad | 4. | 99 |
| O'Neal Carbon Steel Bars | 13. | 99 |
| O'Neal Chromoly Bars | 22. | |
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| most models | 12. | |
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| 4.00-18 Rear | 53.97 | MRX 199/299 | Soft Terrai |
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| 150/80-18 Rear | 66.97 | 120/90-18 | 55.97 |
| | | 130/90-18 | 57.97 |
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| 4.10-14 Rear | 33.97 | Enduro Dual P | urpose |
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| 300x16 | 23.99 | 110/90-14 | 27.99 |
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Creme of the crop: Each year Loretta Lynn's draws the top amateur riders from throughout the country. The competition is fierce as titles in any of the 27 classes can vault an unknown rider into national prominence. Scott Sheak (41) leads a pack of 125 Schoolboy hopefuls in search of fame, fortune and glory.



Arizona speedster: Over the years Jimmy Button has won many Amateur National Championships for Honda. At Loretta Lynn's Jimmy added the 125 Schoolboy Stock and Modified titles to his collection. Jimmy is now moving on to the pro ranks as a Pro-Am rider to gain more experience.



Littlest hero: Defending Pee-Wee champ Chris Considine withstood several pro-tests concerning the "stockiness" of his Yamaha Zinger. After a teardown the scoot was determined to be bone stock and the diminutive Michiganite was awarded his second Pee-Wee title.

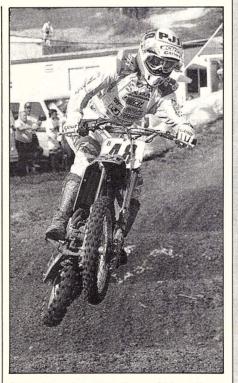
HONDA AMATEUR NATIONAL CHAMPIONSHIPS



Flyin' Mike: The MXA wrecking crew is very familiar with the abilities of Tennessee's Mike Brown, and with the win of the 125A Stock championship the rest of the country is familiar with him as well. Mike also finished a close second to Illinois' Billy Fosnock in the 250A Stock class.



Mutt and Jeff: In the 85 12-13 grouping Craig Decker and Ezra Lusk waged a continuous battle for top honors in both the Stock and Modified classes. Georgian Lusk took the Stock win ahead of Californian Decker. The pair then switched positions in the Modified class, with Decker taking home the trophy there.



Remember the name: Young Ohioan Hayden Richards is a rider fast on the rise to stardom. The Buckeye posted a win and two second-place finishes in 85 Stock 12-15 class to take the championship ahead of Tim Ferry. The Kawasaki-mounted pilot then chased Spud Walters to a second in the Modified class. Expect many more titles from Hayden.

NEW KIDS ON THE BLOCK

Loretta Lynn's offers up some different winners

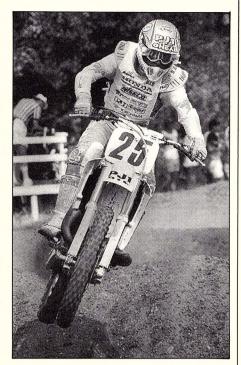
By Davey Coombs

☐ Nearly every week of the year this country's top professional motocrossers are plying their trade on tracks around the world. From Nationals to supercrosses to Grands Prix, the pro is continually on the go, seeking fame, fortune and a championship of one sort or another. The pro concentrates his energies week to week, one race at a time, with the pressures of trying to become a champion spread out over the course of a season.

This is not the case for the amateur motocrosser. The life of an amateur racer is focused upon the first two weeks of August. The first week the masses converge upon Ponca City, Oklahoma, for the NMA Grand National Championships. The following week Loretta Lynn's Dude Ranch in Tennessee plays host to the AMA Amateur National Championships. These championships offer riders a pair of shots at National-level success and are spawning grounds for the stars and champions of the future. The racing is intense and the pressure high, as a year's worth of preparation comes down to two weeks of racing. Often the lists of winners in the motorcycle classes of the two events are similar, but different age requirements, modification rules and qualifying policies make for a whole new batch of winners in the minicycle divisions. This opens the door for a new set of young, upstart riders to come to the fore of minicycle racing as AMA Amateur National Motocross Champions.

DECEMBER 1989 / MOTOCROSS ACTION 125

New kid on the block: Californian Brian "Spud" Walters has had a successful young career on the California circuits, but was an unknown entity outside the Golden State. In Tennessee Spud made a national name for himself by taking the win in the extremely competitive 85 Modified 12-15 class. ▶



Pay dirt: After several close calls and nearmisses at Ponca City, Steve Lamson finally hit pay dirt at Loretta Lynn's. Steve collected his first Amateur National title by winning the 125A Modified class ahead of defending champ Greg Bowen. Steve came up short in the 250A Modified, finishing second to Jeff Emig.







Rack 'em up: Oklahoma's Robbie Reynard captured his third AMA title with his victory in the 85 Stock 7-11 class. The defending champ rolled to the title on 1-1-1 finishes. Robbie then finished a respectable third against the older competition of the 85 Modified 9-13 class. Expect a Damon Bradshaw-like career from Robbie.

■ Three's a charm: The hottest rider in the amateur ranks this year is Jeff Emig. The young Kansas City speedster swept the 250A Modified class, taking wins in all three motos. Jeff has now become a hot commodity in the pro ranks and will be a full factory rider in 1990. Honda is rumored to be very interested in Jeff's services.

NEW KIDS

RESULTS:

| 65cc | |
|---------------------|-------|
| 1. Andy Bowyer | . Kaw |
| 2. Ryan Kaichen | |
| 3. Joey Schuler | |
| 4. Rick Carmichael | |
| 5. Robbie Horton | . Kaw |
| 85cc 7-11 | |
| 1. Robbie Reynard | . Kaw |
| 2. Kevin Windham | |
| 3. Robbie Skaggs | |
| 4. Zack Bradshaw | |
| 5. Ryan Kaichen | |
| 85cc MODIFIED 12-13 | |
| 1. Craig Decker | . Suz |
| 2. Ezra Lusk | |
| 3. Robbie Reynard | . Kaw |
| 4. Kevin Windham | . Kaw |
| 5. Brian Deegan | . Kaw |
| 85cc STOCK 12-13 | |
| 1. Ezra Lusk | . Kaw |
| 2. Craig Decker | |
| 3. Matt Shue | |
| 4. Brian Deegan | . Kaw |
| 5. Greg Rand | . Yam |
| | |

126 MOTOCROSS ACTION / DECEMBER 1989

85cc STOCK 12-15 1. Hayden Richards......Kaw 3. Shane Lawson Hon 4. Spud Walters Kaw 5. Dan Ulven Kaw 85cc MODIFIED 12-15 1. Spud Walters.....Kaw 2. Hayden Richards......Kaw 3. Jason Fowler Kaw 4. Tim Ferry Hon 5. Steve Olson Hon 125 SCHOOLBOY STOCK 1. Jimmy Button Hon 125 SCHOOLBOY MODIFIED 1. Chad Brown......Kaw 125 C MODIFIED 1. Shane West Yam 125 B STOCK 1. Billy Silvarole Kaw 125 B MODIFIED 1. Derek Natvig Kaw 125 A STOCK 1. Mike Brown Kaw

| 125 A MODIFIED |
|-----------------------------|
| 1. Steve LamsonYam |
| 250 C STOCK |
| 1. Ed Smiley Kaw |
| 250 C MODIFIED |
| 1. Ray McIntoshKaw |
| 250 B STOCK |
| 1. Ryan Carlisle |
| 250 B MODIFIED |
| 1. Billy Silvarole Kaw |
| 250 A STOCK |
| 1. Billy FosnockYam |
| 250 A MODIFIED |
| 1. Jeff EmigKaw |
| OPEN B/C |
| 1. Dean BakerHon |
| 1. Dean Daker |
| |
| OPEN A |
| OPEN A 1. Mike StahlmanYam |
| OPEN A 1. Mike Stahlman |

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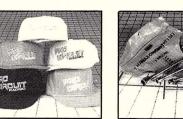
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TORTURE TESTING



ON THE '89 125s

How the 1989 tiddlers handled one year of racing

□ For some motorcyclists it would take two or three years to get 50 races in on their new bike, but for the MXA wrecking crew 50 races doesn't take very long. We race our test bikes every week, most often twice a week, and a large percentage of the time they are being ridden in two classes on the same day. For example, the 1990 Honda CR125 tested in this issue was raced in over 20 races during the testing period. The advantages of being able to race on Friday night, Saturday morning, Saturday night and Sun-

day afternoon in Southern California's hotbed of motocross is that the test crew learns what's what with a new bike very quickly.

Starting in August 1988 the MXA test crew began racing the 1989 125s. We kept at it all winter, spring and summer. Not all the results of those races were tabulated, but every problem, failure, breakdown and highlight was recorded. **KEEPING TABS ON THE '89 TIDDLERS**

KEEPING IABS ON THE 89 HUDLERS

The MXA wrecking crew is offering the owners of 1989 125s (or potential

Choose your weapon: Living with the 1989 tiddlers for 50 races was the best way to find out how good they were. It doesn't take long to find out what works, what breaks and what mods you need to do to keep the bike alive.

buyers of new or used '89 tiddlers) the opportunity to learn from our mistakes, miscues and misfortunes. This is what we liked, didn't like, broke, fixed and lived with for 50 races.

THE MONEY MACHINE

1989 SUZUKI RM125

• RM highlights: Suzuki threw out the molds of past RM125 efforts when they designed the 1989 RM125. Gone were the high-rev motors, ill-fitting plastic components and slack frame geometry. In its place Suzuki introduced a bike that had a punchy low-end powerband, razor-sharp supercross-style handling, stable suspension and clean lines.

The snappy power was a very good match for the cut-and-thrust handling of the yellow machine.



Suzuki RM125: With a healthy dose of hopup parts (pipe, porting, 36mm carb and gearing) the '89 RM125 is highly competitive. Its best traits are razor-sharp handling and sano looks.



Zook flukes: RM125 reliability is an oxymoron. It was the least reliable bike we've tested in the last five years. Three seizures, a crank failure and a shattered tranny only highlighted the lists of breakdowns.

RM handicaps: One problem that surfaced for both local racers and the Suzuki factory team was that the punchy low-end powerband didn't rev far enough to allow a Suzuki to make the same pull as a CR out of a turn. Suzuki riders were forced to rev the RM125 into the midrange and shift as rapidly as possible. While the RM made good horsepower, it just didn't make it over a very broad range.

Obviously, when a bike has superquick tight-track handling it has to sacrifice straight-line stability and highspeed manageability. At speed the RM125 is busy.

What wears out: This was the most expensive 125 to upkeep in the longterm test. It seized the first time at a high-speed Grand Prix. We excused the complete top-end failure as a result of the long straightaways. It seized a second time at a local race a month later. The cause was traced to dirt leaking through the airboot. It seized a third time about two months later for no apparent reason. Then the lower end rod bearing seized the crank and the transmission blew up. Second gear was the worst, but all the gears were toast.

Keep a close eye on the tabs that hold the radiator wings to the radiator mounts. We snapped off several of them.

Be sure to silicone the airboot to the airbox. Replace the stock aluminum shock preload ring with the steel one off a Honda CR125 (or it galls up and refuses to allow any adjustment). Be sure to carefully match all gaskets to the surfaces because both the base and reed gaskets tend to be a little oversized.

Brake pad wear is much greater than on other brands. The stock fork and shock spring are okay for most averagesized riders. Gear the RM125 down one or two teeth on the rear (Team Suzuki does).

Jetting: In stock trim the RM125 jetting isn't even close. Swap the stock 330 mainjet for a larger 360, up the pilot to a 60 and put the clip on the second notch. If you are looking for more power allaround you should switch to a 36mm Keihin.

MXA opinion: After having the motor ported and piped the RM125 was very competitive. The suspension was good enough to run stock, and as long as you didn't ride on rough high-speed tracks the twitchy handling wouldn't cause you any qualms. The biggest complaint we had with the Suzuki RM125 was its reliability. It didn't have any. In a comparison of operating costs (parts/price/maintenance) we could have raced and repaired the other three 125s for what the Suzuki used in replacement parts alone. •

THE MELLOW MACHINE

1989 KAWASAKI KX125

• KX highlights: Without a doubt the best trait of the 1989 Kawasaki KX125 is its handling—superb! Everyone who threw a leg over the green machine came back raving about how well it responded to the track. Equipped with great front forks (46mm regular Kayabas) and a decent rear shock, the KX chassis was the best of all the 1989 125s.

Power output was very steady, smooth and predictable. Riders in the Beginner and Novice categories could go faster



Kawasaki KX125: The handler! Kawasaki took all the chassis honors in 1989. Great forks, a good shock and superb cornering make the KX the best-handling motocross bike made. Predictable, stable and accurate.

on the KX than they could on the faster CR or YZ because the KX was so mellow.

KX handicaps: Nobody is beating around the bush on what the major handicap of the KX125 is—it's not fast enough. That smooth, mellow and predictable powerband was lacking in the kind of burst that allows a rider to jump out of a turn ahead of a snarling pack of red, white and yellow bikes. The lack of punch meant that a KX rider had to keep his momentum up and use the green machine's good handling to make passes that other bikes accomplished with a twist of the wrist.

In testing hopped-up KX125s we found that the pipe was the biggest culprit in dampening the KX's thrust.

What wears out: The MXA test crew didn't have a single major failure with the 1989 KX125, but we had guite a few small problems. The gas cap leaked.

50 RACES



Kwacker crackers: Beginner- and Novicelevel riders really like the steady, moderate and broad flow of power, while Intermediate and faster riders find the KX125 too slow to be competitive in the upper echelons.

When we investigated we found that it had cracked around the top. The bolts came loose with alarming regularity and the riv-nuts in the aluminum subframe stripped out (not as much as last year, but too often). The bolt holding the top of the subframe to the main frame was too short. The factory riders replace their bolts with a longer one to get a better bite on the threads. Every test rider complained that the top cuff of their boots would hook under the front edge of the side panels. Chain adjuster locknuts needed locknuts to keep them from coming loose (locknuts on locknuts?). The footpeg brackets can bend under hard landings. If the short 12mm bolts holding the shock linkage to the chassis come loose they can rip the lower mounting tabs off the frame.

We added a rear sprocket with two more teeth on the rear to get additional drive out of the powerband and ran a Uni filter instead of the stock one.

Jetting: Best performance was attained from the Kawasaki KX125 with the stock jetting. The Team Green support crew did their homework well because the KX was the only 1989 tiddler that could run stock jetting.

MXA opinion: We had the option to hop-up our 1989 KX125 and did test several full-race KXs, but in the end we decided to leave the motor in its mellow state of tune. We chose to forgo the added horsepower because none of our faster pro riders ever volunteered to race the KX125 and most of the Novice testers preferred it in stock tune.

The power wasn't up to the standards set by the handling and suspension, but when properly mated to rider talent the bike was a winner. •

THE WILD MACHINE

1989 YAMAHA YZ125

• YZ highlights: The 1989 YZ125 is a working-class motocrosser. It has a very punchy midrange powerband that blasts out a solid chunk of power. It doesn't turn a lot of rpm like a CR125, it isn't mellow like the KX125 and it has betterpositioned power than the RM125. It is basically a dead-center motor. When you turn the throttle it moves. If you want to go faster all you have to do is shift and wick it on again. The bike is really aimed at the Intermediate class where the riders depend more on the throttle than on finesse.

The strong midrange isn't backed up with the greatest suspension or high-tech handling, but most YZ riders don't care

YZ handicaps: The thing handles like an unhitched Airstream trailer when compared to the KX or CR. The stock suspension doesn't really back up the YZ much, either. Most riders switch from the stock fork springs to stiffer .365-kilo coils and on the rear to a 5.2-kilo shock spring. Once the chassis gets stiffened up it calms down a little, but this isn't really a put-it-where-you-want-it bike. It goes where it wants and the rider just has to keep the throttle pegged.

Our biggest complaint with YZs is always the way they feel. Nothing on the bike, even when it's new, feels tight. As the YZ gets older and more used it feels the same as when it was new—worn out!

What wears out: The biggest surprise is that while the YZ feels loose and worn out when it's new, it is an amazingly reliable motocross bike. During the course of 50 races the YZ only required the minimum number of piston changes, and it survived without a single major failure.

That isn't to say that Yamaha couldn't up the quality and reliability of a few components—the fork seals wear out faster than any other set of forks in the test. We don't think the fork seals are to blame, though; the fork dust covers are the cause. They don't seal out the crud. Shock bumpers (that rubber block on the shock shaft) disintegrate too quickly and the aluminum preload ring galls on the shock body. The silencer must be repacked at regular intervals. The left radiator shroud is poorly mounted and could use serious improvement. The fork guards often get bowed out during tightening (because they are mounted to a movable piece) and once bowed they tend to jump out of their retaining clips. You must change the seal and O-ring on the Power Valve whenever you do a top-



Yamaha YZ125: In stock trim the YZ has a healthy midrange powerband that is both fast and fun. During the complete '89 season the YZ125 motor required nothing more than standard maintenance. Very reliable.



Yammie whammy: Of the four Japanese 125s, the YZ125 has the worst overall handling. It has a busy, loose and clanky feel to it at speed. Straight-line stability is the only handling trait that doesn't suffer.

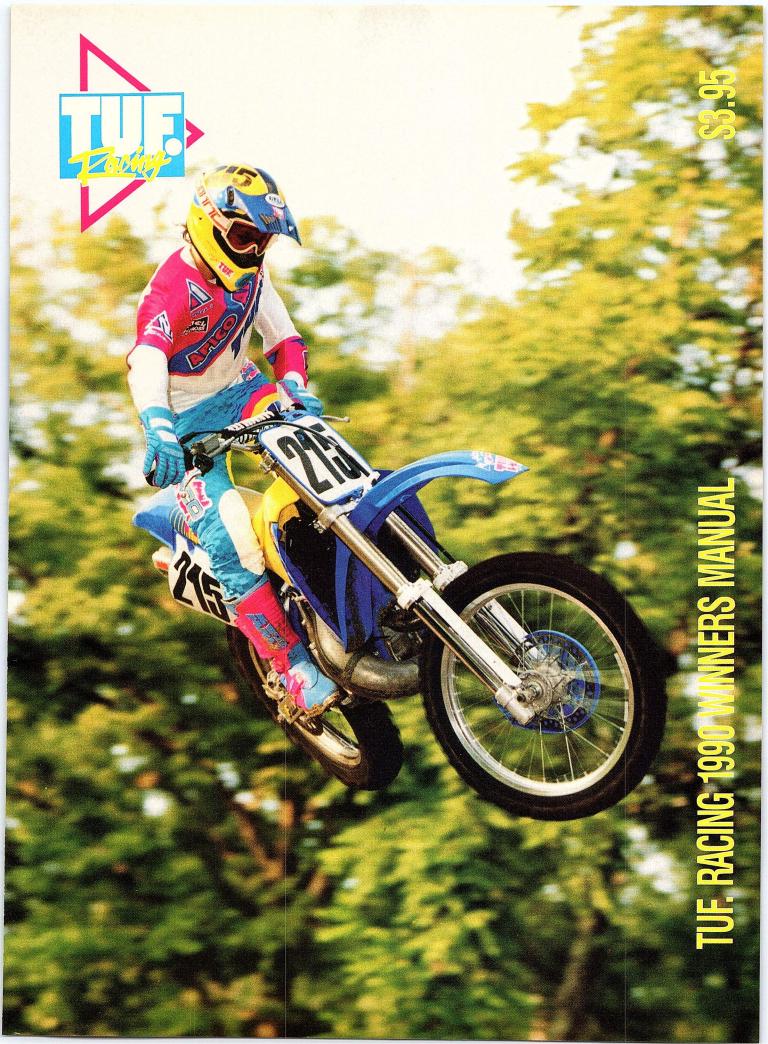
end job or you risk a seizure. The chain rollers go south very quickly.

Grease the shock linkage as often as possible. It runs dry faster than any of the other 125 brands.

Jetting: For our condition we found the YZ125 to be a little lean. We swapped the stock 280 mainjet for a 290 and upped the stock pilot jet one size larger.

MXA opinion: Once we accepted the fact that the YZ125 was no handler it became one of the most fun bikes we had. The power was very abrupt and always on tap. Test riders learned to live with the chassis just for the opportunity to blast around the track on the YZ's midrange.

It was extremely reliable and costeffective to race. The only additional cost was for stiffer springs (front and rear). •





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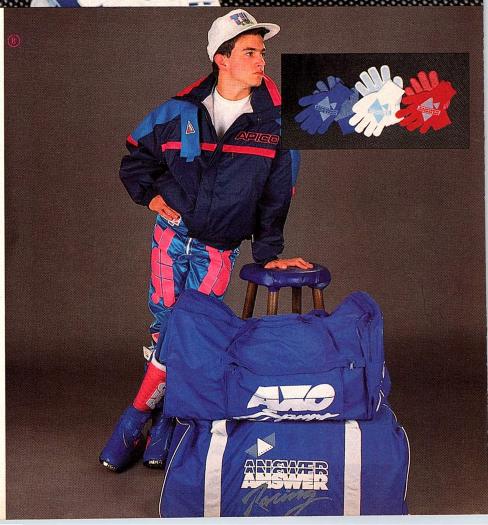


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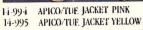
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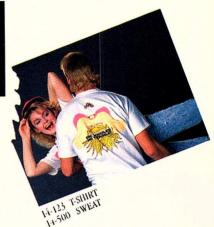


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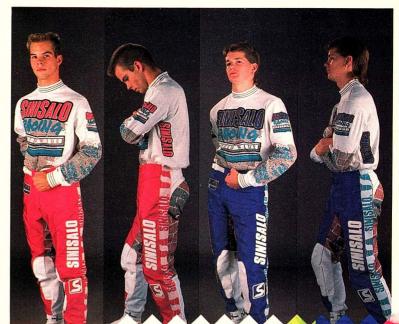
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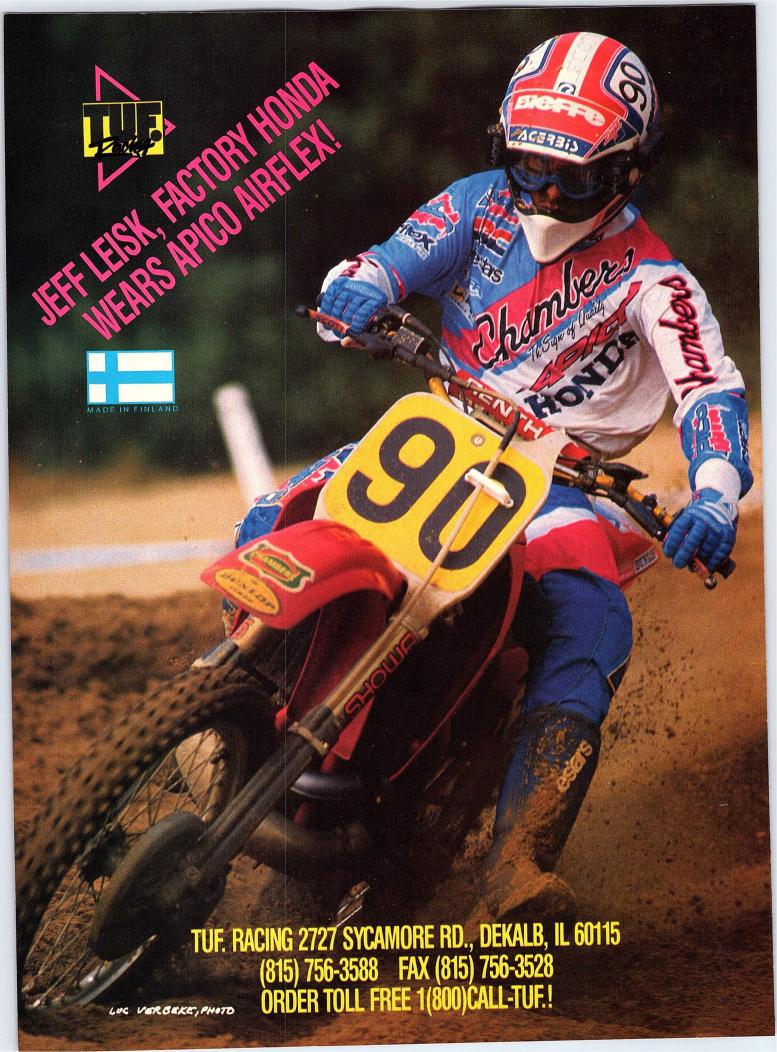
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THE WINNING MACHINE

1989 HONDA CR125

• CR highlights: This is the bike that won the 1989 MXA 125 shootout and it did it by virtue of being exceptional in almost every area, but where it really shone was in horsepower. On the National circuit there have been days when nobody makes the top five on any brand but the red one, and that is typically at the tracks where horsepower is king.

The CR125 powerband starts pulling in the midrange and seems to wind forever. Once the CR125 is hooked up the competition has to shift gears twice for every CR shift—that's how good the CR's pulling power is.

Handling and suspension aren't the best in either category (Kawasaki has the best handling and suspension), but they are close enough that the extra power makes up for any difference on the scoreboard.

Additionally, the CR125 is very well made with every part and component designed to hold up to the rigors of the sport.

CR handicaps: The biggest flaw in the CR arsenal is that it isn't an easy bike for a Beginner or Novice to ride. The power is placed too high in the powerband, and in order to keep the CR on the pipe a rider has to keep his speed up through the turns and before each shift. Novices tend to let the bike boa between gears and are forced to clutch it back up to speed.

Most test riders on the MXA crew compensated for this high-rpm/highgearing syndrome by gearing the CR125 from 51 to 53 teeth on the rear. That solved lots of problems for slow riders but it isn't the final solution. The Team Honda riders run hopped-up Pro Circuit engines and they run as small as 48-tooth rear sprockets (because they are fast enough to take advantage of the extra power and the wide-open gearing).

What wears out: It would be easy to say that the CR125 was the most reliable 125 in the long-term test (because it was true), but that would gloss over a few flaws that Honda should fix.

Clutch life on the CR125 is very good, but clutch basket life isn't as long. Over the course of a season the clutch plates hammer against the clutch basket tangs and notch them. The only way to fix it is to replace the clutch basket.

The rear wheel bearings have a tendency to come loose. When they come loose the rear hub cracks and breaks. To eliminate the rear wheel breakage problem you have to remove the rear wheel bearings and Loctite them back into the



Honda CR125: The red machines have done most of the winning for the last six years and the 1989 CR125's mid-to-top motor was the target that every other manufacturer aimed at. Fast, durable and worth the money.



CR censors: The '89 CR125 was built, tested and designed for National pros, which makes it a great bike for everybody who's fast, but if you aren't George Holland it has a tendency to bog between gears.

hub. For next season Honda has a stronger hub.

At the beginning of the season Honda recalled all of the CR125 cylinders and replaced them with cylinders that had a better chamfer on the exhaust port. This recall has been completed, but we never sent our original cylinder back and it never caused the ring snagging problems that plaqued a few riders early last

The chain adjuster locknuts come loose very easily. Shock linkage greasing is required at regular intervals. The rear rim dents easily. The rear sprocket bolts must be watched closely and the white plastic guard on the rear disc should be removed or slotted to help cool down the rear disc. We ran Motul 300c brake fluid to lessen rear brake overheating.

Jetting: We got our best performance with a 168 main (stock is 165), 62 pilot (stock is 60) and clip in the second slot from the top. Riders looking for increased performance should switch to a 36mm Keihin (that's what the 1990 models come with).

MXA opinion: Right off the bat the Honda CR125 costs several hundred dollars more than the other 125s. It is hard to recommend that someone pay more money for a motocross bike unless they are going to get a massive increase in performance over the competition. In 1989 the MXA test crew had no trouble recommending spending the extra bucks for a Honda CR125 because it's worth the extra cash. •

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| PE 175 (all yrs) | | | | | | | | | | | | | | | | | | | | | | 55.60 |
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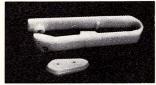
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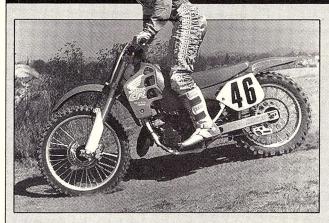
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Where's the dipstick?

☐ The shock on your bike is a lot like the engine in your truck: Every few thousand miles the dirty oil in your engine needs to be changed to ensure peak performance. The same holds true for the dirty oil in your shock. Unfortunately, many riders go for hours on end without changing the shock oil. It is the equivalent of putting 10,000 miles on the racemobile without changing the oil.

The MXA wrecking crew is renowned for its fanaticism when it comes to bike maintenance, but as we found out from Scott Foreward of Scott's Scooter Service, many riders are lax when it comes time to take care of their bikes—not because of laziness, mind you, but because of ignorance on how the parts or system work and what is needed to keep them working to their utmost.

MXA: How important is having the shock serviced? How often do you recommend that it be serviced?

Scott Foreward: It is very important that the shock be serviced regularly. The oil wears out very quickly in aluminum-bodied shocks, which leads to poor damping action and premature fade. Many riders go without servicing their shocks far past what is recommended and then they wonder why their shock isn't working as well as it should. Fast intermediate riders should have the oil in their shock changed every three to four races, more often if they practice a lot.

MXA: What types of problems have you seen in brand-new shocks? Many people say that you should have a new shock serviced before the bike is ridden. Is this true?

Scott: It is not a bad idea. It is not that the oil from the factory is bad, but with mass production on an assembly line a lot of air gets trapped in the shock. Sometimes I've bled air out of shocks for a couple of minutes straight. That's a lot of air.

It is a good idea to service the shock as soon as possible. By having the oil changed

right off the bat, a rider can dial in his suspension as the shock breaks in and then not have to change settings each time he has the shock serviced.

MXA: How much difference is there between the oil that comes stock with the shock and aftermarket shock oil?

Scott: Quite a bit of difference. Aftermarket oils are excellent because they have a higher viscosity index. The higher the VI rating, the better the stability and lubrication qualities of the oil are under the high temperatures that occur in a shock. Stock oils come with a VI rating between 110-150, whereas aftermarket oils are rated over 300. That is important, especially since most riders let their oil go for a long time before they change it.

MXA: Do you recommend that riders change the oil themselves?

Scott: It can be done but it is not a good idea. There is no substitute for experience, especially since an experienced suspension expert will notice other problem areas, like worn-out shafts, bodies or seals. Generally, service is faster if an expert does the job so there is less down time.

MXA: How can you tell if the shock is worn out or needs servicing?

Scott: It's pretty easy as far as servicing goes. When the shock doesn't seem to work as well as it did at first, it means it is time to at least change the oil. The damping will "go south" and it will have a spongy feel to it. The shock will also fade pretty fast. You can tell when the shaft is worn out because it will get dull gray in spots and the seals will start to leak.

MXA: How much better are steel bodies than aluminum bodies?

Scott: About 100 percent better. Aluminum shocks start to fade on the Dyno in about 20 minutes, whereas it is difficult to get steel-bodied shocks to fade at all. The problem lies in the dissimilar metals that are run in aluminum bodies. They expand at different rates, which causes a lot of extra wear and tear; also, aluminum flakes off, which contaminates the oil.

MXA12-9

Dennis Kirk.







BICHEFF 8











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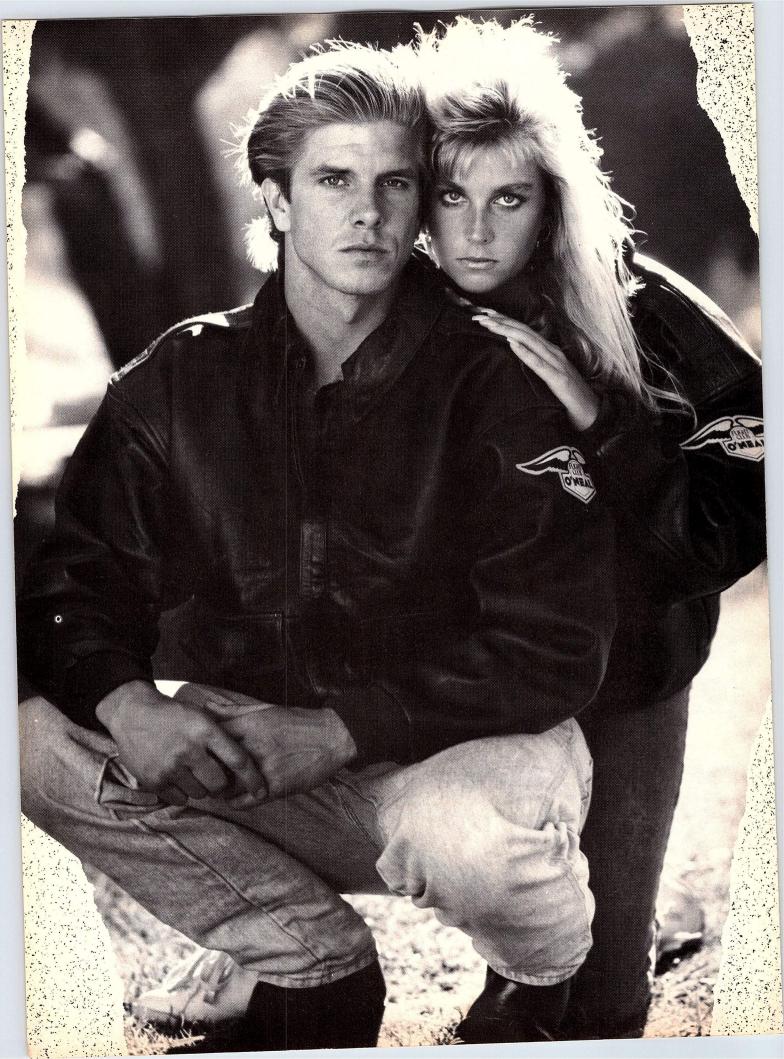




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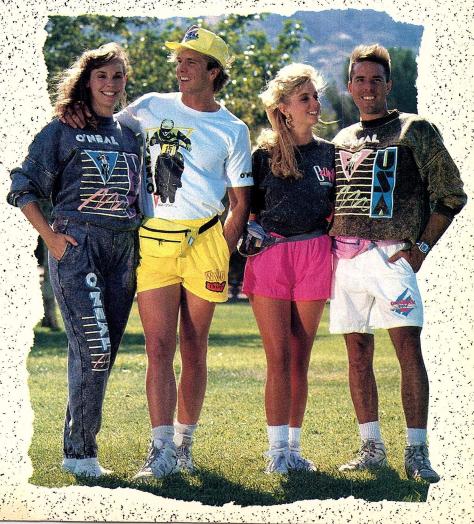
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Tricks From The Trade





DG ALLOY SERIES HANDLEBARS

FUNCTION: DG would like to be known for more than just their hop-up items. They have been successfully involved in the handlebar market for years now and are one of the top aftermarket companies that manufacture their own brand of handlebars. The alloy series handlebars are made from high-density aerospace aluminum and are designed to flex when stressed. The bars are knurled, which eliminates rotation inside of the triple clamps. They are available in anodized red, anodized blue, gun metal gray and polished. The cost for these ultrastrong, lightweight bars is \$49.95 for the polished and \$59.95 for the colored (crossbar pad included).

CONTACT: DG Performance, 1230 La Loma Circle, Anaheim, CA 92806; (714) 630-5471.

AXO TURBO RC BOOT

FUNCTION: With the introduction of the Turbo 139 four years ago, AXO was able to grab a large portion of riders with the 158 MOTOCROSS ACTION / DECEMBER 1989

high-performance boot. Their latest boot, the AXO Turbo RC, should once again turn the heads of motocross riders. It sports a speed entry system with a ratchet lock and lever lock to ensure a secure feel. The ankle has been tapered for a slimmer design with increased flexibility and greater lateral support. The sole has also been redesigned for added protection. The Turbo RC is available in red/white, blue/white and gray/pink combinations in sizes 6-12. Price for the boots is \$179.95.

CONTACT: AXO Sport-America, Inc., 24950 Anza Dr., Valencia, CA 91355; (805) 257-0474.

PRO CIRCUIT RACING WORKS PERFORMANCE PIPE

FUNCTION: You have just laid down high dollars for a new scoot for the new year. You soon discover that the bike the dealer said was "the perfect bike" is actually missing the low-end grunt that last year's bike had. Not to fear—Pro Circuit can cure the power blues with their works

performance pipe. The P.C.R. pipe will provide your bike with added horsepower throughout the powerband by giving it that factory feel.

Pro Circuit pipes are available in all bike sizes and can be ordered for any major bike from 1984 to present. The suggested retail for the works pipes are \$149.95 for 80s and 125s and \$159.95 for 250s and 500s. Pipes for 1990 should be available by the time you read this.

CONTACT: Pro Circuit Racing, 4214 La Palma, Anaheim, CA 92807; (714) 993-5400.





FOX RACING IERSEY

FUNCTION: What do Damon Bradshaw and Jeff Matiasevich have in common? They both won 125 supercross titles last year, you say? Well, they are also sponsored by Fox racing apparel. You knew that, too, right? Well, did you also know that Fox has a brand-new, high-tech jersey out? If not, let us be the first to say that it is trick! The jersey is made from Cool-Max. This new fabric will prove to be cooler and longer-lasting than previous jersey materials. The jersey sports higher-cut cuffs and neckline and is available in all the "in" colors. Be forewarned: the cost of the Fox jersey is somewhat high at \$49.95, but with new technology you have to pay the price.

CONTACT: Fox Racing, 909 Dell Ave., Campbell, CA 95008; (408) 378-4884.



HONDALINE TX-10 HELMET

FUNCTION: Hondaline has taken the all-new Bell Moto 5 and added a touch of class to the most popular helmet in motocross. To save weight, the helmet has a fiberglass outer shell and utilizes an ad-

vanced ventilation system which forces cool air across the forehead. Interior features include removable, washable head pads and a neoprene "roost deflector" on the top of the chin pad. Exterior handydandy items are neoprene goggle grabbers, which keep the goggles securely in place, and a trick paint scheme of blue/white and hot pink. Retail for the Hondaline helmet is around \$179.95.

CONTACT: American Honda Corp., 100 W. Alondra Blvd., Gardena, CA 90248.



O'NEAL COLORED LEVERS

FUNCTION: O'Neal, a leader in motocross fashions, is also making a statement with their line of new colored levers. The trend in motocross is to color-coordinate as many parts of the bike as possible, so O'Neal has developed their new "Total Control Levers," made from rugged forged aluminum (they bend rather than break), which will accommodate one, two or three fingers for maximum control. The Pro-Style levers are available in all the hot new colors including neons and black and retail for around \$15.95. A 12-month warranty is also included in the price.

CONTACT: O'Neal U.S.A., 9160 Jordan Ave., Chatsworth, CA 91311; (818) 998-1049.

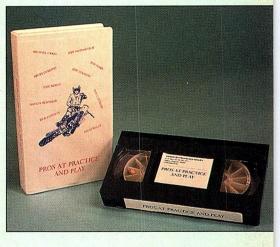
ANSWER VFC SILENCER

FUNCTION: When you are out riding, does your bike make funny noises as if it was popping popcorn in the pipe? Or does the bike slowly accelerate after second gear as if to say, "That's as fast as I can go"? You may need to look into purchasing a VFC silencer for your bike. Answer Products has a high-performance silencer for just about any bike made. The silencer has proven to give an extra boost in the midto upper-range of the powerband, while supplying the bottom-end with a spark of



added speed. To give correct rpm to the engine, the VFC utilizes a pressure-sensitive valve. The silencer emits less sound than that found in stock silencers. The VFC silencer is \$99.95.

CONTACT: Answer, 27967 Beale Ct., Valencia, CA 91355; (805) 257-4411.

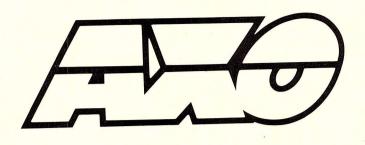


PROS AT PRACTICE & PLAY

FUNCTION: Are you a motocross nut? Do you read every motocross magazine available, cover to cover? If so, the professor of motocross, Gary Bailey, has brought together some of the most outrageous highflying acts ever performed in motocross onto a 30-minute, high-energy, action-packed music video. You will witness top riders such as Rick Johnson, Jeff Stanton, Jeff Ward and Gary's son, former National champion David Bailey, in top form, teaching you their personal secrets for improving overall track performance. If you want to improve your lap times, you should not be without this video. The video is available in VHS, Beta and PAL and sells for

CONTACT: Videos By Professor Bailey, P.O. Box 130, Axton, VA 24054; (703) 650-3030. □

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AXO/BELL MOTO 5

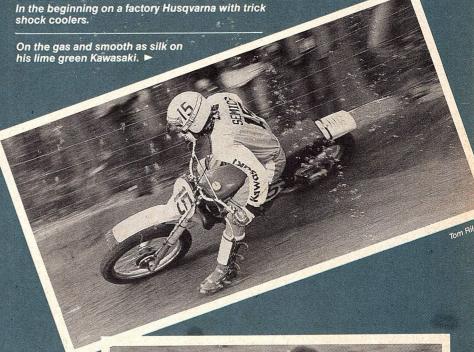


Great Moments

Gary Semics: The ageless face of a motocross racer

☐ Gary Semics first came on the professional motocross circuit in 1971 when he followed the Trans-Am on a privateer CZ. The following season he returned with a three-year factory Husqvarna contract and it was then that the Lisbon, Ohio, native really started turning heads. Gary was a smooth, lightning-fast rider with a penchant for getting great starts. In 1975 Gary was offered a three-year contract with Kawasaki and it was during those years that he gained his greatest popularity. The bat-tles between Semics and riders like Howerton, DiStefano and Karsmakers are legendary. In 1975 he narrowly missed winning the 250 National title (won by Howerton) after winning the last three races. Can-Am came calling in 1978, followed by a year with American Honda in 1979. Gary stayed on the National scene until 1982 when he moved to Europe to contest the 500 GPs on Graham Noyce's '81 factory Honda. The GP scene was where he stayed until midway through the '84 season when he retired to enter the stunt business. Typically, Gary returned to race a few supercrosses and terrorize the California Vet class in '87. Semics was yet another American motocross pioneer who never won the titles he deserved. Gary is now teaching at motocross schools in Ohio and California and promoting his new book, The Motocross Training Manual.









▲ The moustache years on his factory Honda.

 Leading a pack of Trans-Am stars on a Can-Am: Tony Di-Stefano (5), Roger DeCoster (101), Bob Hannah (behind DeCoster) and Rex Staten (16).

☐





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